

The Hongkong Telegraph

(ESTABLISHED 1881.)
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WEATHER FORECAST
CHANGE.
Bromide 22.5

March 22nd, 1913, Temperature a.m. 73, p.m. 74; Humidity...95, 96.

March 22nd, 1913, Temperature a.m. 57, p.m. 62; Humidity...97, 63.

9049 晚五十月二年丑癸

SATURDAY, MARCH 22, 1913.

六拜禮

號二十月三年亥癸

Spring Court 1913

TELEGRAMS.

THE BALKAN WAR.

BOMBARDMENT DAMAGES.

Reuter's
[Service to the "Telegraph."]
London, March 20.
It is reported from Vienna that the Austrian Consulate, the Italian Convent, the Austrian Orphanage, and the Franciscan Monastery have been nearly destroyed, and other Austrian establishments have been damaged at Skutari by the bombardment. Italian nuns serving as nurses have been killed and wounded. The newspapers also allege Montenegrin excesses among the Albanians which they describe as intolerable.

Austrian Fleet Sails.

Importance is attached to the sailing of the Austrian fleet from Pola. It is officially described as for the purpose of manoeuvres, but it is believed to be in connection with the searching of an Austrian steamer at San Giovanni di Medua and in respect to claims arising out of the bombardment of Skutari.

Moderation Advised.

Reuter learns that no reply is expected from the Balkans for some days because, necessarily, communications have to pass between them. Meanwhile informal advice in favour of moderation is being given at the Balkan capitals.

Austria's Move.

The movement of Austrian warships has attracted some attention in London, but it is declared authoritatively that no new situation has arisen to occasion fresh anxiety.

Allies Co-operating.

The "Times" correspondent at Salonika states that a force of Greek armaments of sixteen transports, conveying 36,000 rifles and other cannon, as well as 13,000 Serbian infantry with divisional staff, sailed on the 17th inst. for San Giovanni di Medua.

Austria Remonstrates.

London, March 21.

Despite reassuring statements from high quarters in London, it is an undoubted fact that the Austro-Hungarian Minister at Cetinje has been ordered to remonstrate concerning the alleged forcible wholesale conversions of Catholics at Djakova to orthodoxy, as well as the seizure of the Austrian steamer "Skodra" at San Giovanni, and the damage to Austrian property at Skutari.

Reuter's correspondent at Vienna says the newspapers are giving prominence to the reports of damage to Austrian property at Skutari, though it is admitted that it occurred a fortnight ago. It appears also that some Austrian ships were searched or interfered with by Servians at San Giovanni.

Austria's Demands.

Vienna papers state that Austria demands from Montenegro permission for non-combatants to leave Skutari, and inquiry in the Austrian Consul into the assassination of a priest near Djakova; the immediate discontinuance of forcible conversions of Catholics to Orthodoxy; and full satisfaction for the forcible employment of the steamer "Skodra" in landing Serbian troops at San Giovanni.

It is semi-officially denied in Rome that Italy is joining Austria in a naval demonstration on the coast of Montenegro and Albania.

The Greek Advance.

Reuter's correspondent at Athens says the Greeks have occupied Tepeleni, 75 miles to the south-east of Durazzo.

TELEGRAMS.

THE BALKAN WAR.

TURKISH REVERSES.

Reuter's
[Service to the "Telegraph."]
London, March 21.
Reuter's correspondent at Sofia reports that five divisions of Turks with artillery and cavalry, while attempting to advance, supported by warships, were routed with heavy loss. Two battalions were isolated and driven on to the seashore, where a portion escaped in ships during the night.
A later message says that there has been further severe fighting at Ohrida. Two Turkish divisions, in attacking the Bulgarian left and centre, were repulsed. They left 500 dead and wounded on the field. The attack was renewed on the left in the evening, but the Turks were again repulsed.

FRENCH CABINET CRISIS.

A SERIOUS CONFLICT.

London, March 20.

The French Cabinet crisis is most serious, as it has thrown the Senate and Chamber into conflict. The latter has repeatedly declared in favour of proportional representation.

A New Cabinet.

Later.
Reuter's correspondent at Paris states that M. Barthou is forming a detente Cabinet, on the condition that the Three Years Service Bill remain the irreducible minimum. He will also endeavour to induce the Senate to accept the principle of representation of minorities and to consider a method of carrying it into effect in a spirit of conciliation and compromise.

MANSION DESTROYED.

LATEST SUFFRAGIST OUTRAGE.

London, March 20.

The mansion Englefield Green, near Staines, has been destroyed by fire. It belongs to the widow of the late Field Marshal Sir George White, at present in France.

Papers were found bearing the words "Cease torturing our comrades in prison"; "Votes for Women." The damage amounts to £1,000.

It is believed that women with skeleton keys gained entrance to the mansion and saturated the staircase with paraffin.

CANADIAN NAVAL DEFATE.

A WELCOME RESPITE.

London, March 21.

Reuter's correspondent at Ottawa states that the Naval Bill has been postponed until after Easter, and all welcome the release from the strenuous continuous sittings.

It is understood that the Opposition is determined to yield nothing in the hope of forcing a dissolution.

A SYDNEY STRIKE.

HARBOUR TRAFFIC HELD UP.

London, March 21.

Reuter's correspondent at Sydney wires that the ferry employees have struck work owing to the delay by the Wages Board in dealing with claims and also the demand for a 48 hour week. Harbour traffic in the northern suburbs is in consequence held up.

WELSH COMPOSER'S DEATH.

London, March 21.

The death is announced of the Welsh harpist and composer, Mr. John Thomas.

TELEGRAMS.

THE BRITISH ARMY.

NO DANGER OF INVASION.

Reuter's
[Service to the "Telegraph."]
London, March 20.

Dealing with the regular army, in his speech on the Estimates, Colonel Seely spoke highly of the efficiency of each branch and also of the health of the army. He regretted the shortage of 16 per cent. in the Territorials, "but in the opinion of the Government, the Committee of Imperial Defence, and of all experts I can consult, the danger of an immediate overwhelming invasion or a blow at the heart is not one we need fear. Therefore it is impossible to go to the country and say, as in other countries, 'unless the gap be filled you are in imminent danger of disaster.' Moreover, 105,000 Territorials left on the termination of their engagements as efficient soldiers and they would be anxious to rejoin in time of national danger. The deficiency was not sufficient in any wise to justify a compulsory scheme.

A New Departure.

There had been, however, many changes and new factors since the question of invasion was last considered, and Mr. Asquith had therefore decided to appoint an other committee of the Committee of Imperial Defence to reconsider the whole matter. He had also decided to invite a man pre-eminent among those who make this subject their own, namely, Mr. Balfour, to join the committee. Mr. Balfour had accepted and was now conversant with the preliminary investigations, which were proceeding. Everyone, especially Ministerialists, owed Mr. Balfour a great debt of gratitude for his patriotic and unselfish spirit in consenting to this new departure of a political opponent sitting on the Imperial Defence Committee on a matter of vital National and Imperial importance.

Increases in Pay.

It was proposed to remedy the dwindling in the number of promotions from the ranks, due to the inability of a promoted ranker to live on his pay, by increasing the pay of officers in the intermediate ranks after six years' service, but he proposed to promote specially selected men from the ranks after three years' service, granting them a special allowance of £50 per annum in the first three years after promotion. The rank of second lieutenant would be abolished. The increases of pay were as follows: Lieutenant, 2/6 per day; Captain, after twelve years' service, 2/-; Majors, after twenty-four years' service, 2/-. The promotions of rankers would be from among men nominated by their commanding officers after an examination similar to the special reserve. It was believed they would thus obtain men of great value to the army. The changes would cost £100,000 to £150,000 annually.

THE AMERICA CUP.

RECONSIDERATION OF CHALLENGE URGED.

London, March 20.

Reuter's correspondent at New York states that the Ulster Club has requested reconsideration of Sir Thomas Lipton's challenge to race for the America Cup.

PRINCE OF WALES.

HIS MOVEMENTS IN GERMANY.

London, March 20.

Reuter's correspondent at Coblenz wires that H. B. H. the Prince of Wales, motorized to the famous national monument at Niederwald, and afterwards proceeded to Wiesbaden, where he will stay for two days.

TELEGRAMS.

THE ASSASSINATION.

MURDERER QUESTIONED.

Reuter's
[Service to the "Telegraph."]
London, March 20.

Reuter's correspondent at Salonika says the examination of the regicide who murdered the King of Greece lasted all night long but did not elicit any evidence that he had accomplices. Schinas, who was formerly a teacher in Athens, where he is inscribed on the roll of the faculty of medicine, had been living in a state of mendicancy, delivering Socialist harangues as he travelled from Athens towards Salonika. When asked the reason for the assassination, he said that he had to die somehow, as he suffered from neurasthenia.

The New King.

King Constantine announces his succession to the Army, "to which I have devoted my whole life to the army and with which wars unsuccessful and successful have indissolubly bound me, marching at its head. I shall not cease to devote the whole of my solitude to the land and sea forces."

British Sympathy.

In the House of Commons, Mr. Asquith, moving a resolution of condolence with the King, Government and people of Greece, and also with King George V. and Queen Alexandra, said the world had been shocked by another purposeless crime in slitting the throat of a man on millions of mankind. It was of especial pathos that the dead King was struck down when seeing the realisations of some of his cherished hopes, and that none had less reason to fear the violence of his own subjects than he. He concluded that Britain had special reasons for associating herself with the grief of the Greek nation.

Mr. Bonar Law concurred with Mr. Asquith's remarks.

KING'S NEW ESTATE.

Purchase for Sandringham Extension.

The King is understood to have acquired the Ken Hill Estate, Sandringham, the Norfolk seat of Sir Edward Green, Bart. Ken Hill is about four miles from the Royal estate at Sandringham, and to the south it affords a fine panorama of the Sandringham fields and coverts. The estate extends to the Wash foreshore, on the sands of which is Queen Alexandra's summer bungalow.

Not far from Ken Hill are the Dersingham Hill House estate, acquired by his Majesty when Prince of Wales, and the Sherbourne Hill estate, which his Majesty added to the Royal demesne last year. There is a famous wild duck decoy on the Ken Hill marshes.

The hall, says the "Mail," is a spacious modern residence erected for Sir Edward Green twenty-five years ago. It is built chiefly of yellow stone quarried in the district. The accommodation it affords is far superior to that at York Cottage.

WALES AND ITS PRINCE.

State Ceremonies to be Held at Carnarvon.

The extensive alterations carried out by the Government Office of Works at Carnarvon Castle are now approaching completion, and it is authoritatively stated to be the intention of the Prince of Wales to institute a series of State ceremonies in the ancient building.

His Royal Highness will make periodical visits in the Royal yacht to the Principality, and will anchor in the Meant Straits opposite Carnarvon Castle, where he will receive a reception.

TELEGRAMS.

THE CHINESE LOAN.

AMERICAN WITHDRAWAL.

Reuter's
[Service to the "Telegraph."]
London, March 20.

Reuter's New York correspondent says the American group of bankers interested in the China Loan has issued a statement announcing its entire withdrawal from the Chinese loan negotiations.

Recognition Probable.

A message from Washington states that diplomats consider that President Wilson's declaration with regard to the Chinese loan foreshadows the official recognition of the Chinese Republic by the Government at any early date.

ZEPPELIN DESTROYED.

London, March 20.

The newest German military Zeppelin has been destroyed by a gale after landing at Karlsruhe. This was the ship that was supposed to have made the surreptitious trip to England.

BARON COTTU DEAD.

Belgian Financier Found Dead in a Wood.

London, March 20.

A report from "Echo de Paris" of Feb. 20 states that Baron Cottu, who is a Belgian financier very well-known in China, was found dead in a wood near Couches-lez-Mines, Saône-et-Loire. It was stated that Baron Cottu had been undergoing treatment at Mardos. The news of the death will cause great surprise in Hongkong. He was here only a few months ago, and spent some months in the Far East where he had business interests.

Although Baron Cottu's name has long been familiar to the world of finance, says the "China Press," he having been prominently connected with the financial difficulties concerning the Panama Canal matter in France, his fame in China was particularly due to the loan which he contracted with the Imperial Government in the autumn of 1911.

It was in the midst of the revolution when Baron Cottu took to Peking a proposition for a loan of 150,000,000 francs. The matter was seemingly settled and the contract signed when, on account of an attitude of neutrality adopted by the Powers, Cottu found the markets of Europe closed against him. Under the circumstances, and especially because the French market was shut in his face, it was impossible for him to proceed with the loan. It was no doubt a keen disappointment to him, for his profits were estimated at 750,000 francs for the one deal, but it was even more heart-rending to the Imperial Government.

There is reason to believe that if this loan had gone through the attitude of the Imperial Government toward the revolutionists would have been materially different. In fact, it has always been thought in Peking that if the Government had obtained this money the fight against the revolutionists would have been further continued.

Furthermore, had not there been a prospect of this loan, it is considered likely that Yuan Shih-kai would never have consented to come out of his retirement and accept the premiership of the Imperial Government. It is well known that Yuan believed that when he arrived in Peking there would be ample funds awaiting him. These were to come from the Cottu loan. The loan failed through the attitude of the Powers, and Yuan was, as far as carrying on warfare was concerned, penniless. These things considered, there is no doubt that the failure of Baron Cottu's loan had a great bearing on the history of China.

TELEGRAMS.

KENDAL ELECTION.

A GOOD OMEN.

Reuter's
[Service to the "Telegraph."]
London, March 20.

Colonel Weston (the successful Unionist candidate at Kendal) in a speech after the election said, the result would bring Lord Roberts the message his heart desires. It would be a good omen and a great help to him.

LEPER EXECUTIONERS UNPUNISHED.

Has the Central Government Acted in Kwangsi Outrage?

London, March 20.

Information has reached Shanghai from Nanning, Kwangsi province, that the authorities there who were responsible for the terrible execution of a large number of lepers last December have never been punished in any way, and are still enjoying, unhindered, all their powers, says the "China Press." The reports which came to Shanghai in January said that thirty-nine lepers had been had been executed. It is now stated that there were even more. One report is that the total number was seventy.

The people of Nanning do not seem to have taken the outrage seriously, and the governor, who ordered the burning and shooting of the lepers, enjoys popularity and has a firm hold on the situation.

It seems that the lepers were particularly unpopular. It is said in Nanning that they utilized their disease for purpose of blackmail, threatening to touch people and transmit their ailment if money was not given them.

Missionaries Promised Relief.

The original stories, however, which came from the French fathers at Nanning, stated that steps had been taken by these missionaries to alleviate the situation and to provide refuge for the lepers in the form of a hospital. Even while negotiations for the construction of the place were going on between the priests and the authorities, the lepers were seized and horribly executed. One of the responsible officials enthusiastically claimed credit for the outrage.

The publication of the details in January aroused a great deal of comment in the Far East and America and Europe. In China particularly, newspapers made caustic comment and, while taking into consideration Chinese customs, feelings, and possible lack of civilization, stated that punishment should be inflicted upon those responsible. Nothing, however, so far has ever been made known, was done by the Central Government.

It is doubtful, judging from information at hand, whether the Peking Government could do much with the Kwangsi government, even if it so desired. The Governor is strong in his own bailiwick and has control of the troops. It would be difficult to put any disciplinary measures into effect, especially as the people seem to have little or no resentment concerning the extinction of the lepers.

The Baneful "Comforter."

"The child's 'comforter' ought to be forbidden by the State," declared Dr. F. Colyer, L.H.O.P., M.R.O.S., in an address at the Working Men's College. The "comforter" caused the jaws to grow apart so that the teeth would not meet; in addition it was often thrown on the floor and picked up again.

Nesting Boxes for Birds.

The Brent Valley Bird Sanctuary Committee's exhibition of nesting boxes at the offices of the Selborne Society, in Bloomsbury Square, has been visited by a large number of bird-lovers. The present season promises to be an early one, and the birds are already in the gardens looking about for nesting sites.

NEWS FOR NEXT WEEK.

TELEGRAMS.

THE NEWS CONDENSED.

No reply from the Balkans to the Powers is expected for some days.

Colonel Seely has announced increases in the pay of army officers.

Telegrams give the news of H. B. H. the Prince of Wales in Germany.

The newest German military Zeppelin has been destroyed in a gale at Karlsruhe.

Mr. Balfour has been offered and accepted a seat on a new Committee of Imperial Defence.

Suffragettes have destroyed a fire mansion at Staines belonging to the widow of Field Marshal White.

At Nanking a Chinese revolver, fired at the Japanese Minister of Education, seriously wounding him.

The American group of bankers interested in the Chinese Loan has issued a statement announcing its entire withdrawal.

The British House of Commons has passed a resolution of condolence with the King, Government and people of Greece.

Austria is making demands on Montenegro in connection with the alleged forcible conversions of Albanian Catholics to Orthodoxy.

The declaration of President Wilson regarding the Chinese Loan is taken as foreshadowing an early recognition of the Chinese Republic by America.

LOCAL.

"Hongkong Twenty-five Years Ago," appears to-day.

Messrs. Wright and Hornby's Share Report appears to-day.

Selections from the "Masthead" were given in St. John's Cathedral Choir last night.

The 8th Rajput Sports on Thursday at Kowloon proved a successful social event.

A special article dealing with the "Hospital of the Sacred Heart" appears in this issue.

"DON'T FORGET!"

TODAY:
Bijou 9.15 p.m.
Victoria Theatre 9.15 p.m.
Boxing City Hall 8 p.m.
Monday March 24:
Volunteer Reserves Rifle Meeting, King's Park.
Sale of Crown Land, R. W. D. 8 p.m.
Tuesday March 25:
China Sugar Refining Co. meeting—noon.
Luzon Sugar Refining Co. meeting—12.15 p.m.
Wednesday March 26:
H.K. Club Yearly General Meeting—5.15 p.m.
Saturday March 29:
Oxford and Cambridge Dinner, R.H.K. Yacht Club Rooms.

NINE-YEAR-OLD TRAIN WRECK.
Montenice, March, February 11.—Albert Manille, nine years old, confessed to trying to start passenger train No. 112 on the Chicago and Northern Railroad near this place last Saturday night. The lad told the police he put two iron rods under the train wheels and pushed the train over them. The engine was thrown overboard, but no one was hurt.

Notices

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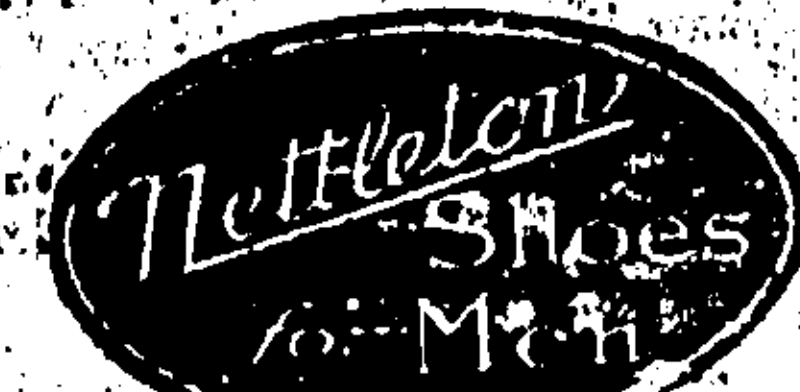
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Manager.

Hongkong, 1st Aug. 1912. (20)

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Hongkong, 1st Feb. 1912. (132)

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OUR CONTEMPORARIES.

Daily Press.

America and the Chinese Loan.
The British Government has
shown itself no less anxious than
the new Democratic Administration
in America to avoid the
unhappy consequences of forcible
interference in the financial and
political affairs of China, but the
British Government, whose ad-
visors have unrivalled knowledge
of Chinese affairs, has concluded
that the only way to such a
possibility is by laying down
terms and conditions for the
loan which will reasonably secure
for China her administrative in-
dependence and also ensure the
 Powers whose nationals are in-
terested in the loan against the
possibility of "forcible inter-
ference" becoming necessary.
The important facts to bear in
mind are that the Chinese
Government cannot carry on
without foreign financial help;
and that investors are unlikely
to accord that help unless they
are assured that their Govern-
ments will lend their support to
the bond-holders. So long as
that support is withheld, so long
it seems to us, will China have
to wait for the money she needs;
unless there are in America a
sufficient number of wealthy fin-
anciers as philanthropists as the
statesmen representing them at
Washington, who are prepared
to lend China all the money she
needs on her own terms, and
take their chances. We rather
think that the American syndicate
will find other employment for
its funds in a field where more
certainty exists that national
philanthropy will be combined
with 5 per cent.

China Mail.

New British Cavalry Machine
Gun.

The new gun, says "Engineering"
for February 14, on a trial
fired a total of 180,000 rounds,
of which 20,378 rounds were from
one barrel, and it was only at the
end of his exceptionally severe
test that there was any indication
of a falling off in efficiency. It
will therefore be evident that
the new gun is of much greater
fighting efficiency than the
existing service weapon, as the
success of an engagement de-
pends upon a well-directed hail
of bullets being directed upon
the enemy's troops during any
short period of their exposure.
Moreover, there have been great
improvements in the mounting,
so as to fit it not only for rapid
movement in the field, but also
for ready adaptation for any
available position, either on a
level or against a parapet wall or
embankment, without affecting
the sighting, elevating or train-
ing gear.

South China Morning Post.

Cost of Living in Hongkong.
Apart from the point of ex-
change, to which we have already
alluded, it is extremely difficult
to place the index finger upon
any direct cause of the general
increase. The shopkeeper blames
his rent, the landlord blames the
builder, the builder blames the
labourer, the workman blames the
cost of living, and on it goes
round the clock without identifying
any definite point at which the evil
lies and which requires effort
at reform could be begun. One
element which has greatly in-
creased the cost of living and promises
to still further enhance it during
the next few years is, of course,
the higher standard adopted by
the Chinese since the revolution.
Labour has consequently raised
its demands and these have been
met. As far as European em-
ployers are concerned, we agree
with Mr. Oatley that the ques-
tion of increased salaries is a
"problem which must be faced
sooner or later." If white men are
to maintain the responsibilities
of their positions with dignity
and command at the same time
the respect of those who work
under them.

To see a Gold and Silver
Jewellery with White and Coloured
Gems.

ALEXANDRA OLSE

SHORT STORY.

THE GIFT HORSE

BY
FREDERICK ORIN BARTLETT

(Concluded from last Saturday.)

It was two weeks before Nellie was fit to use again, and then Bainbridge discovered that he couldn't be driven to the station in the morning without rising half an hour earlier; and, in view of the present load of responsibility he was carrying on account of his building operations, this was impossible. He suggested that Mrs. Bainbridge use the horse to return some afternoon calls but she declared that she wouldn't trust herself with a strange driver, and that, as the mother of two children, she wouldn't risk driving herself until John showed her how. He promised to give her the first lesson on the following Sunday; but it rained all day, so he couldn't. On the fifth Sunday they had to board the train and spend the day with Grandmother Bainbridge. So it was not until the sixth Sunday that he found another opportunity. He came home with a cold that Saturday night, and Mrs. Bainbridge would not listen to his going out for three days.

In the meanwhile, Mrs. Arkwright had used the horse half a dozen times to make some calls upon her old friends in Edgemoor-by-the-Rivulet while the machine was being repaired. It seems that Arkwright was learning to run the car himself, and had not been altogether fortunate in his selection of the proper levers to pull at the proper times.

By this time the stable, which had been progressing slowly but surely, began to take on flesh and assume the semblance of a building. Bainbridge took heart at this. Once the animal—he always spoke of her now as "the animal"—was in his own stable and under his own care and convenient for his own use, he could have some comfort with her. Though he watched with some impatience the slow development of the building, he really, so far, had derived more satisfaction from it than he had from the horse it was designed to shelter. There was scarcely an evening that one or more of the neighbours didn't come over to discuss it and offer suggestions for its improvement. Bainbridge found himself repeating the favourite expressions of the architect, until they fell so strappingly from his tongue that he began to feel as if they were the expression of his own artistic instinct. There was really no doubt but what he was getting a pretty stable. It could not be called exactly impressive, but it was dainty. When the trimmings were on and it had received its second coat of white paint, it looked so fresh and pert that at times Bainbridge was actually disturbed by the question whether it would not be advisable to take over the kitchen for the horse, and use the new building as sort of addition to the old house. He really needed more room. Although, when he first suggested this to his wife, it was something in the spirit of a jest, it became a matter for serious consideration after he had received the architect's final bill. With the extras, the stable was to cost him eighteen hundred dollars. Weak in the knees, Bainbridge protested. It would take every cent of his savings. The architect listened with some scorn.

"I consider that stable one of the best of my minor works," he replied.

"It's all right," admitted Bainbridge; "but I didn't intend to spend any such sum as that upon it. Why, the house didn't cost more than twice as much!"

"The cost?" inquired the architect, with an astonished shrug of his shoulders. "You can hardly expect me to pry into the personal affairs of my client."

Bainbridge paid the bill. There wasn't anything else for him to do, and of course the initial fault was his for signing the specifications while in a hypnotic state. But the next thing he did was to

remove the animal from Kolly's and out of that additional expense.

There were several incidentals that Bainbridge had neglected to provide, such as hay, which was selling at this time for twenty dollars a ton, and oats, which were bringing a dollar twenty-five a bushel. Besides these, it soon became evident that a blanket for the horse was necessary, to say nothing of a brush, carriage-sponge, carriage-jack, carriage-grease, and a peck measure. As he could not find a place in the city where such things were given away, Bainbridge was forced to buy them.

In his youth he had spent several years on a farm, and so far as care of the animal went, he knew how to attend to that, and really anticipated the work. He used all his spare time until the following Sunday in getting Nellie and the gig ready for the long-postponed first drive. He worked until ten o'clock Saturday night grooming the mare until she shone and in washing the two-seater until it was sparkling. Then, dog-tired, he tumbled into bed in order to be fresh for the morrow.

At half past twelve that night the telephone rang. Bainbridge ignored it for the first five minutes, but it woke up the children, and the noise they made it was impossible to ignore. As he re-embled out of bed he heard the musical patter of rain-drops on the roof. He knew they were musical, because he remembered a poem to this effect. There was no particular excuse for his belching as loud as he did when he picked up the receiver. The voice that answered sounded familiar.

"Oh, that you, Arkwright?"

"Yes," came the reply. "Say, John, we're in a dudge of a fix. Machine has broken down, and we can't get to the garage. Know you wouldn't mind, under the circumstances, just slipping the harness on Nellie and driving us home."

"What's that?"

"We'll leave the machine here until morning; but if you'd trot out and get Mrs. Arkwright and myself—"

"Just this side of Windmere. It isn't more than six miles."

Bainbridge swallowed hard. For a second he was on the point of referring Arkwright to a place which has been variously estimated by some as nearer than six miles and by others as considerably farther. But his better nature checked him. After all, he was under deep obligations to Arkwright. It was he who had given him the horse. He couldn't very well leave his benefactor out in the rain all night—no matter how much satisfaction this would have given him at just this moment. He must keep cool.

"Tell me how to find you," he choked.

He received prompt and minute directions.

Nellie objected to going out in the rain at that time of night as much as his new master, and finding an opportunity to step on Bainbridge's foot and another to crowd him almost flat against the side of the stall, made himself clear on that point. She refused to open her mouth for the bit until Bainbridge viciously seized her nose and cut off her wind. When he tried to adjust the crupper, she pressed her tail down so tight that he was forced to resort to measures by no means indorsed by the S.P.C.A. It took him three quarters of an hour to harness her, and fifteen minutes after that to open the barn door, which had swollen. The only relief he had, all this while, was a mental picture of Arkwright and his wife huddled up disconsolately in the machine, waiting for him.

As soon as Nellie became convinced that she had no alternative but to take this midnight excursion, she resolved to do it, and gave it over with as good a grace as possible. Before Bainbridge was fairly in, she bolted out of the

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stable and almost threw him out of the rear seat. From an upper window he heard his wife calling after him excitedly.

"John, John! There's no use hurrying so!"

He didn't have time to reassure her, because at that moment he was clutching at the dashboard. He didn't reach an equilibrium until he was half way to the station, which was in exactly the opposite direction from that in which he had originally proposed to go.

He succeeded in turning Nellie around only after she had given an exhilarating acrobatic demonstration of how nearly she could balance a carriage on two wheels. He seized the whip, with the firm intention of showing her once for all who was master; but finding an immediate use for both hands, was forced to drop it overboard. It seemed almost as if she were responding to the emergency call of her former master's voice; for she maintained this speed unchecked for the first three miles, and then settled down into a trot which was fast enough for Bainbridge, considering the fact that the road was pitch-black and that the rain was beating against his glasses so that he couldn't see at all. Nellie had not given him time to pull the rubber boot up over his knees, and so he was drenched to the skin. If he had thought it possible, he might have turned back. He was actually revolving this in his mind, when two demonish yellow eyes by the roadside informed him that he had reached his destination. He drew up beside the automobile and peered in. Arkwright, comfortably bundled up in heavy coat in the snug recess of a corner beneath the rain-shield, was fast asleep. Mrs. Arkwright, also fast asleep, reposed comfortably with her head on her husband's shoulder. It was a rare picture of conjugal felicity and peace, it seemed a pity to disturb them. With clenched teeth Bainbridge wondered vaguely if it was his further duty to wait there in the rain until they awoke naturally. Nellie decided this by giving an impatient whinny. Arkwright, with a start aroused Mrs. Arkwright. The two sat up and blinked.

"If you're all ready we might as well start back," suggested Bainbridge.

"That you, John?" replied Arkwright. "Must have taken half a wink. Hope we haven't put you to any trouble?"

"Oh, no trouble at all," answered Bainbridge, choking back the more natural if less conventional words that struggled hard for expression. "It's—it's a pleasure."

"So sweet of you, John," chirped Mrs. Arkwright.

Arkwright assisted his wife into the rear seat, and piled in all the various robes after her. In two minutes they were both as snug and comfortable again as they had been in the machine.

"All ready, John," Arkwright announced sleepily.

"Very well, sir," replied John, respectfully tipping his cap.

With this added weight behind her, Nellie became dispirited to such a degree that John could not force her out of a plodding walk. Having lost his whip, he could do nothing but slap her with the reins, which evoked no other response than an indifferent switch of her tail. The Arkwrights didn't mind this, because the easy-going goit only lulled them into a deeper slumber, but Bainbridge found his teeth beginning to chatter long before they reached the sharp incline leading to the Heights. It was half past three when he drew up before the imposing new house and Arkwright assisted his wife out.

"So sweet of you, John," she murmured, with a yawn.

"Thanks, John," Arkwright added. "Hope Nellie won't catch cold. Better rub her down."

"All right, sir," responded Bainbridge, again unconsciously tipping his cap.

It may be hardly necessary to add that Nellie did not get rubbed down. When John made his way upstairs, leaving a wet and muddy trail behind him, the clocks were chiming four.

At eleven o'clock the next morning the telephone rang again. Bainbridge had not yet risen, but

(Continued on Page 10.)

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PUTUMAYO.

Former Hongkong Consul's
Enquiry.

A twentieth-century story of Anglo-Saxon exploitation of South American Indians, rivalling as a narrative of heartless cruelty tales which have come down from the old Spanish captains, was laid bare in a special State Department report which President Taft transmitted to Congress. The present-day victims of a medieval system of barbarous oppression are the Indian tribes of the Putumayo district in Peru, says the New York "Evening Post". It is shown in the report that these helpless people have been driven to their death before the lash wielded by the Peruvian Amazon Company, an English concern which works the rubber fields in the Upper Amazon country.

Little hope for the relief of the Indians is held out in the report, for the Putumayo region is remote from the seat of Peruvian Government, and Mr. Stuart J. Fuller, American Consul at Iquitos, Peru, and formerly Consul in Hongkong, who made the investigation, finds that the travesty of justice which exists in the rubber section is entirely in the hands of the rubber company's section chiefs. It is the Putumayo country's remoteness from the Peruvian capital, from all governmental authority, that has left the natives entirely at the mercy of the company, according to the report.

Almost impassable barriers... The Andes form an almost impassable barrier to the westward, while to reach the outside world through the Atlantic Ocean, river craft must traverse almost the entire 3,300 miles of the Amazon. Railroads are unknown, and no highways exist worthy of the name. In this far-away corner, with no means of appeal or redress, the Indians were held at the mercy of the company's overseers. When they failed to bring in a toll sufficient to satisfy the demands of the overseers, flogging, mutilation, and sometimes death followed, it is asserted.

Several overseers are declared to have admitted that they had put Indians and even white labourers in stocks for minor offences. Many of the Indians whom Mr. Fuller saw, bore scars of floggings and other maltreatment. Mr. Fuller found that the labour of the Indians is secured by a system of peonage based on advance of merchandise. Although payment is made for this labour, it is declared to be nothing more nor less than forced labour. The temptation to abuse is imminent and strong especially since the white staff is offered a bonus for vigilance. He reaches the conclusion that, considering the remoteness of the country and the poor quality of the rubber, it is unlikely that the enterprise can be made to pay without hard treatment of the Indians. Although large numbers of the Indians have been killed, and some have escaped into the South American jungle, the output of rubber has increased, despite the decrease in native population. With governmental machinery absent, Mr. Fuller is of the opinion that, should the rubber corporation cease its activities, the Indians would fall to no better lot at the hands of freebooting expeditions and slave raiders.

Indians Regarded as Proper Prey. Mr. Fuller finds that ancient deep-rooted attitude of the white population toward the Indian is a formidable obstacle to be overcome in any solution of the problem presented. While professing not to approve cruel and inhuman treatment the whites generally regard the Indian as having been created by Providence for the use and benefit of the superior race. This attitude of the people has found concrete expression in the universal system of peonage, an institution which Mr. Fuller found well established, recognized by law, and the basis upon which the rubber business almost entirely rests.

Debt is declared to have been the chain with which the Indians have been fettered. By being encouraged to buy more imported goods than they could ever hope to pay for, they have been gradually drawn to what Consul Fuller

found was virtually slavery. As claims are transferable, the person of the debtor being transferred to the new creditor, the Indians and their families really pass on indebtedness from generation to generation.

While Mr. Fuller found evidence that the company had mended its ways to some extent, he saw much unquestionable evidence that cruelties are still practiced.

All the while that Consul Fuller was attempting to get at the facts in the rubber-field situation, it is declared, his steps were dogged by the company's agents, making it difficult for him to obtain any information but such as it was desired he should procure. The Indians, who were friendly enough and willing to talk through an interpreter, are said to have cowered and lapsed into silence whenever the vigilant overseer approached.

Hopes Through Peruvian Government.

Although the company against which the charges of cruelty are laid still is in control of the Indians, Consul Fuller hopes ultimately for mitigation of their suffering through the efforts of President Billinghurst, who, since he assumed the leadership of the Peruvian Government, has shown by acts and utterances that his policy would be vigorous regarding the Putumayo question. The Consul believes that before long drastic measures will be taken to end for ever all forms of abuses committed against the defenceless natives of the Putumayo, whom he found to be not wild and untamable, but mild, docile, inoffensive, and childlike, as described by Sir Roger Casement, British Consul-General at Rio de Janeiro, who investigated the situation in 1910.

It was the disclosures made in Sir Roger's report that influenced the State Department to order the investigation which Consul Fuller now reports. Sir Roger found that among other things the Peruvian Amazon Company imported 200 men from Barbados, who, upon their arrival in the rubber district, were armed with Winchester rifles, and sent into the jungle to capture and enslave Indians dwelling along the upper Amazon tributaries. The British Consul found that in the exercise of this illegal compulsion the Indians were murdered, flogged, and otherwise tortured, the company, through its agents, forcing the Barbados men actively to participate in the atrocities in order to compel the helpless natives to scour the forests and bring in India rubber upon their backs from the remote districts. The Barbados men in turn complained of harsh treatment from agents higher up, who deprived them of food as a means to compel them to drive the Indians to further extremes. The entire plan of operations seemed to be based on a system of oppression, from the highest to the humblest in the employ of the company, which is declared to have wielded always an iron hand from the far-away London office.

Snallow's Long Flight.

On December 23 last a swallow was caught in the farmhouse of the farm Boodeyand, near Utrecht, Natal, bearing a label on its leg, "Wetherby, High Holborn, London, B330." The ring was put on by Mr. J. R. R. Massfield, at Rosehill, Cheshire, Staffs, on May 6, 1911. The distance in a straight line from London to Natal is roughly 5,700 miles.

American Novelist's Death. Shelbyville, Ind., February 13. —Charles Major, fifty-six, lawyer and novelist, died to-day of liver trouble. He was born in Indianapolis. From his first novel, "When Knighthood was in Flower," published in 1888, he made \$80,000, out of which he paid \$17,000 for a farm near here, where he settled. The book was dramatized for Julia Marlowe, who played the part of Mary Tudor. In 1900 he published "Bears of Blue River," and in 1902, "Dorothy Vernon and Hadden Hall," which was dramatized for Bertha Gailand. His other stories were "A Forest Hearth," "Yoland," "Uncle Tom Andy," "A Gentle Knight of Old to pay for," they have been dramatized to what Consul Fuller

FAR EASTERN NAVAL SQUADRONS.

HIS BRITANNIC MAJESTY'S ON THE CHINA STATION.

Name	Class	Tons	Guns	H.P.	Commander	Reported at
Ajaority	Despatch-boat	1,700	12	2,000	Comdr. C. L. Lambe	Hongkong
Atlas	Admiralty tug	—	—	—	Master W. West	Hongkong
Bramble	Gunboat	710	2	900	Lt.-Com. B. E. Pritchard	Yangtze
Britomart	Gunboat	710	2	900	Lt.-Com. W. H. Darwall	Yangtze
Cadmus	British sloop	1,070	6	1,400	Comdr. H. Williams	Shanghai
Cherub	Water tank and tug	390	—	300	Master H. Smith	Hongkong
Clio	British sloop	1,070	6	1,400	Comdr. Mackenzie, D.S.O.	Hongkong
Fame	Torpedo-boat destroyer	360	6	5,700	Lt.-Com. Wilkinson	Hongkong
Flora	2nd class cruiser	4,350	10	7,000	Capt. C. F. Corbett M.V.O.	West River
Handy	Torpedo boat destroyer	205	6	4,000	Lt.-Com. F. G. Briekenden	Hongkong
Janus	Torpedo-boat destroyer	280	6	3,000	Lt.-Com. Boddam Whetham	Hongkong
Janus	1st class cruiser	9,000	14	22,000	Capt. Allen T. Hunt O.S.I.	Yangtze
Kont	River gunboat	616	4	1,200	Lt.-Com. H. Marryat	Yangtze
Kinsha	Surveying ship	1,040	—	—	Capt. F. C. C. Pascoe	Hongkong
Merlin	1st class cruiser	9,800	—	22,000	Capt. B. H. F. Bartlett	Hongkong
Minotaur	River gunboat	180	2	800	Lt.-Com. Alan Dixon	Hongkong
Monmouth	2nd class cruiser	4,800	12	22,000	Capt. Frederick A. Powlett	Yangtze
Norwich	River gunboat	85	2	240	Lt.-Com. E. T. R. Chambers	Canton
Newcastle	Torpedo-boat	385	6	6,300	Lt.-Com. E. J. G. Mackinnon	Hongkong
Nightingale	Torpedo-boat destroyer	590	—	7,500	Lt.-Comdr. Nash	West River
Ribble	River gunboat	85	2	240	Lt.-Comdr. N. E. Archdale	Hongkong
Robin	Depotship for Submarines	980	—	—	Lt.-Com. I. S. Hutton	Yangtze
Rosario	River gunboat	85	2	240	Lt.-Com. Maurice Leslie	Hongkong
Sandpiper	River gunboat	85	2	240	Gunner W. H. Ryder	Hongkong
Snipe	Torpedo boat destroyer	350	6	6,000	Com. R. H. Anstruther C.M.G.	Yangtze
Taku	Receiving ship	4,650	—	—	Lt.-Com. H. R. N. Cotrell	Yangtze
Tamar	River gunboat	180	2	800	Lt.-Com. H. R. N. Cotrell	Yangtze
Teal	Gunboat	710	2	900	Lt.-Comdr. Maxwell	Canton
Thistle	Torpedo-boat destroyer	590	—	7,500	Lt.-Com. H. D. Adair-Hall	Hongkong
Uak	Torpedo-boat destroyer	355	6	7,500	Com. Seymour	Hongkong
Virago	Torpedo-boat destroyer	590	—	7,500	Com. R. Neville	Hongkong
Welland	Gunboat	360	6	5,900	Lt.-Comdr. J. C. Borrett	Upper Yangtze
Whiting	Gunboat	195	2	800	Lt.-Com. M. B. Blackwood	Yangtze
Widgeon	Gunboat	150	2	500	Lt.-Comdr. Lloyd	Shanghai
Woodcock	Gunboat	150	2	500	Lt.-Com. Godfrey Herbert	Hongkong
Woodlark	Gunboat	150	2	500	Lt.-Com. A. A. L. Fanner	Hongkong
O. 38.	—	—	—	—	Lt.-Com. J. R. A. Odrington	West River
O. 37.	—	—	—	—	Lt.-Com. Handley	Hongkong
O. 36.	—	—	—	—	Lt.-Com. Syleman	Hongkong
T.B. 035.	—	—	—	—	Lt.-Com. Nicol	Hongkong
T.B. 036.	—	—	—	—	Lt.-Com. H. W. Seymour	Hongkong
T.B. 037.	—	—	—	—	—	—
T.B. 038.	—	—	—	—	—	—

* Flagship of Admiral Sir A. L. Wintlow, K.C.B., C.V.O., C.M.G. Commander-in-Chief.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Kaiser Franz Joseph I	Armoured cruiser	4,000	45	8,000	Capt. Hauta	Shanghai
French.						
Duploix **	Armoured cruiser	10,014	30	20,000	Capt. Vergos	Shanghai
Kleber	Armoured cruiser	9,700	12	19,800	Capt. Gourts	Hongkong
Decidee	Gunboat	645	10	1,000	Lieut. Vandier	Saigon
Argus	River gunboat	180	6	570	Lieut. Dordet	Canton
Vigilante	Gunboat	123	7	500	Lieut. de Jerville	Canton
Peiho	Gunboat	130	—	—	Lieut. Collin	Tongku
Donard de Lagree	Gunboat	—	—	—	Lieut. Dapuy Dutemps	Tohong-kia
** Flagship of Rear-Admiral Colloch de Kerillis, Commander-in-Chief, the French China Station.						
Lynx	Submarine	—	—	—	Lieut. Dolnix	Saigon
Protee	Submarine	—	—	—	—	Saigon
Styx *	Armoured gunboat	1,798	10	1,700	Lieut. Guillaume-Louis	Saigon
Fronde	Destroyer	350	7	303	Lieut. Aurillac	Saigon
l'iberville	Destroyer	—	—	—	Capt. de Frigate Rouisen	Hongkong
Pistolot	Destroyer	130	7	300	Comdr. de Marquessac	Saigon
Mousquet	Destroyer	307	6	300	—	Saigon
Manche	Surveying-ship	1,625	10	9,000	Com. Voisin	Saigon
* Flagship of Commodore Boucaut, Commanding the local defence Indo-China.						
German.						
Emden	Cruiser	3,600	22	13,500	Capt. v. Restorff	Swatow
Gneisenau	Armoured cruiser	11,600	36	26,000	Captain Brunninghaus	Tsingtau
Itis	Gunboat	900	12	1,300	Comdr. v. Gohren	Shanghai
Jaguar	Gunboat	900	12	1,300	Comdr. Vanselow	Tsingtau
Leipzig	Cruiser	3,250	24	11,000	Capt. Behnecke	Tsingtau
Lucho	Gunboat	900	10	1,350	Comdr. Bendemann	Tsingtau
Nurnburg	Cruiser	3,400	22	13,200	Capt. Moraberg	Tsingtau
Otter	River gunboat.	—	—	—	Capt. Lieut. Fille	Yangtze
Scharnhorst	Flagship	11,600	36	26,000	Capt. Rosing	Shanghai
S. 90	Torpedo-boat	400	8	6,500	Capt. Lt. Berronberg	Tsingtau
Taku	Torpedo-boat	280	4	6,000	Oblt. z. S. Claassen	Tsingtau
Tiger	Gunboat	900	10	1,350	Comdr. Boeker	Tsingtau
Tsingtau	River gunboat	223	4	1,300	Capt. Lt. Fhr. Spoth v. Schulzburg	Canton
Vaterland	River gunboat	223	4	600	Oblt. z. S. Prinz	Shanghai

German.

Portuguese.

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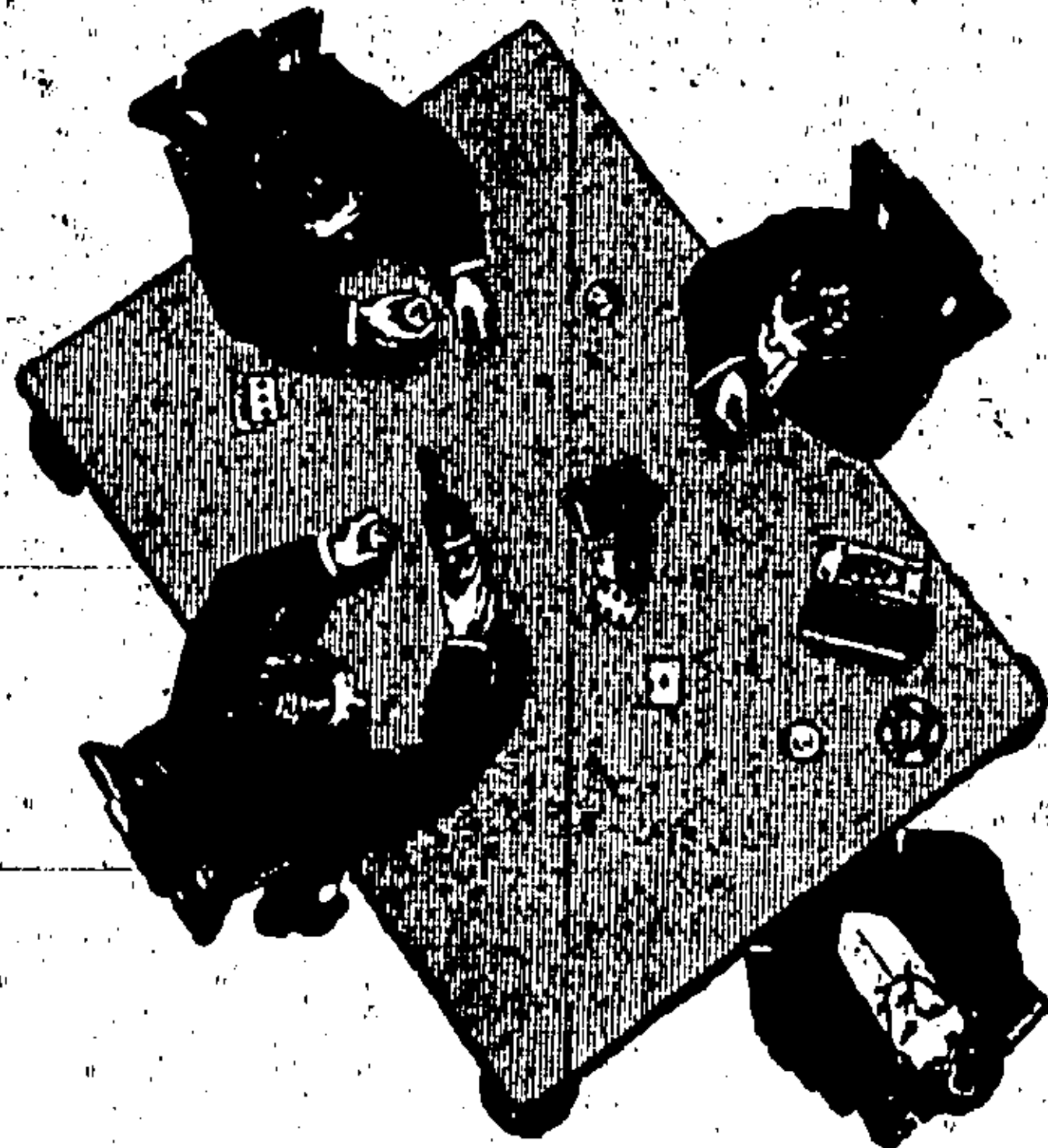
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The Hongkong Telegraph.

HONGKONG, SATURDAY, MARCH 22, 1913.

THE COMMAND OF THE AIR.

The telegrams of the past week-end contained ample evidences of the growing importance which is attached to the airship as a weapon of warfare. In one of the wires the formation of eight British Air Squadrons is announced. Then there is the fact that no less a sum than £500,950 is to be set aside this year in the Army Estimates for purposes of aviation development. And coincident with these announcements comes the news of a most successful trial in Germany of a Zeppelin airship in which a machine gun mounted on the upper deck was able to fire 500 rounds of ball cartridge and was handled with ease and precision. These circumstances, together with the constantly-recurring indications, from almost every quarter, of the immense possibilities of the aeroplane in war, may well make us pause and consider what the precise effect of the new developments will eventually be.

One of the chief functions which aircraft can play in actual warfare is of course, that of observing and reporting on the movements of the enemy. In this connection it is worth noting that in recent Army manoeuvres a single aviator is stated to have detected and communicated to his general such information that the latter was able to take a strong defensive position and made defeat impossible. In the Balkan war, too, we have seen the airship to have been used with distinct success in scouting work, as well also as in the fighting between Turks and Italians in Tripoli. It has well been said that good intelligence means right direction and the latter in turn means superior combination, which in warfare is the harbinger of victory. We have all become acquainted with the strides which are being made so as to render the airship capable of doing its share of actual fighting by dropping bombs on to objects of attack, leading to the necessity of special protection of ships of war. But probably the greatest function of all which the "battle-planes" of the future will have to discharge will be to fight with each other to secure the field of observation. The power to observe will be of the very essence of the causes which will bring victory, and since to restrict the observational power of an opponent will be as important as to retain the power of observation itself, it follows that in the days ahead there must be conflict between the aerial forces in any big war. Then will come that long-foretold day when the airships will grapple "in the control blue."

If we could lift the veil and look ahead there might be terrible visions to behold. We may regret the possibilities, but we cannot shut our eyes to the march of human invention in this particular sphere. And the process still goes on. It has been predicted by the Imperial Maritime League that within half the life-time of a single generation—say 15 years—the centre of military gravity may be transferred from the surface of the sea and of the land to the paths of the air. It is a startling prophecy, but recent events point to its fulfilment. Therefore it behoves Britain to take the right place among the Armies of the Air.

A Deserving Cause.

In another part of this issue an appeal is made on behalf of the Italian Convent Hospital in Wanchai. The article is written by one who is in no way directly interested but who has been impelled by a visit to the Hospital, to do for the Italian Sisters what they cannot do for themselves—ask for help. For over 40 years this good work has been going on in Hongkong, and has been gallantly supplemented by the gratuitous services of local surgeons. At the present time the demand for accommodation is so great that the out-houses and garrets, never intended for such a purpose, are doing duty for sleeping apartments. There is need for money to extend the building, and an appeal is made to the generosity of a community which has ever been willing to assist a deserving cause.

The Invasion Question. Those alarmists who, in Press and on platform, have been at the bottom of all the recent invasion "scare" at Home should surely stop and think when they read the declaration of the Minister of War that "in the opinion of the Government, the Committee of Imperial Defence and all the experts I can consult, the danger of an immediate and overwhelming invasion, or of a blow at the heart, is not one we need to fear."

It will, of course, be argued that such a statement may well have been delivered with a view to bolstering up the Government's case, but that as it may, we prefer to believe that had there really been any such danger as the alarmists wish us to believe, it would most certainly be known to the body of experts on whom the Government relies for advice on such weighty and vital questions as these. It is well to be prepared for all eventualities, we agree, but no good service is being performed by those whose stock-in-trade is sensationalism and who refuse to accept the well-considered assurances of men who know all there is to be known on defence problems.

A Safe Policy.

Having in this way disposed of the question of immediate invasion, Colonel Seely went on to show that there is no intention on the part of the Government to shut its eyes to future possibilities. He admitted that new factors and many changes have arisen since this question of invasion was last considered, and with this fact in mind a new Committee of Imperial Defence has been appointed to reconsider the whole matter. The policy of the Government, therefore, appears to be a perfectly safe and sound one. Present danger there is none, and the future is being amply contemplated. There is one happy development which will be hailed with deep satisfaction by men of all parties, and that is the appointment of Mr. Balfour to the new Committee. As Colonel Seely took occasion to observe, Ministerialists owe the late leader of the Opposition a great debt of gratitude for his patriotic and unselfish spirit in accepting the appointment, and we might add, the Government is to be equally commended for its willingness to take its chief opponent into its confidence in this manner.

Suffragists and Incendiarism.

If the Radical Government intends doing anything besides talk, in connection with Suffragist outrages it would do well to begin as soon as possible. The latest exploit of these crazy women is to set a country house on fire, regardless, as usual, of consequences. As we have repeatedly pointed out, such abominable acts as this would never be perpetrated, but for the calprits' knowledge that the Government is too weak in the knees to dare to punish. These women, like other bullies, will venture just as far as they dare; the weaker the law the more audacious will be their actions. If these incendiaries are detected and arrested, they know, and everyone knows, that they will be liberated, no matter how severe their sentence, as soon as they start the hunger strike business. But suppose someone had perished in the fire! It seems to us that had forty people met their death the law would not dare to hang those responsible.

DAY BY DAY.

People who always consider their prestige never consider anything else.

The Malls. American Mail.—The s.s. Nippon Maru arrived yesterday at 7.30 p.m.

Siberian Mail.—Arrived per s.s. Taishan last night.

American Mail.—Despatched per s.s. Prinz Waldemar at 9.30 a.m. to-day.

Siberian Mail.—Closes per s.s. Ohman at 5 p.m. to-day.

Severe Weather. The s.s. Bilbester, from Seattle via Moji, arrived here yesterday, and reported experiencing severe weather, the deck being covered with nine inches to one foot of ice for several days during the passage.

Sir West Ridgeway Arrives. Sir West Ridgeway, Governor of British North Borneo, General Sir Alfred Turner, and Mr. W. G. Derby, general manager of the China Borneo Co., arrived this morning by the s.s. Borneo and are staying at the Hongkong Hotel.

Ashore in the Suez. The s.s. Ellerie, chartered by the Admiralty, arrived here on Thursday with coal and patent fuel. She reports having gone ashore in the Suez Canal and stayed there for nine days effecting temporary repairs. She will dry dock here for repairs.

Lecture. An interesting lecture is announced to be given at the Y.M.C.A. on Monday night. The subject is "Canadian Life and Scenery" and the lecture, which will be given by Mr. S. B. Ballinger, will be illustrated with a number of beautiful lantern slides.

Military Duties.

Major R. S. Paul, 120th Baluchistan Infantry, will be the visitor to the detention barracks next week. The duties of field officer will be undertaken by Captain H. O. Cutler, 8th Rajputs, with Captain O. A. James, 120th Baluchistan Infantry, next for duty.

Tour of Duty.

Approval has been given for the appointment of Captain F. H. Span, 2nd Bn. D.C.L.I. for a tour of duty with 3rd Reserve Battalion, in relief of Captain A. P. Dene, appointed Adjutant of the 8th Bn. Liverpool Regiment (Territorial Force). Captain Span took up his duties at Bodmin on 10th instant.

C. E. M. S.

The next meeting of the St. John's Cathedral Branch of the C.E.M.S. will be held at St. Paul's College on Tuesday. The speaker will be the Rev. H. Copley Moyle and the chairman Mr. S. Paul. The first Admission Service will be held on Wednesday at St. John's Cathedral at 8 p.m. the Rev. Foster Pegg will give a short address.

COCKROACHES AND CANCER.

Experiments of a German Scientist.

Some interesting results of cancer research are communicated to the Berlin "Klinische Wochenschrift" by Professor Johannes Fibiger, director of the Pathological Institute of Copenhagen.

Professor Fibiger found that tumorous affections in the stomach and oesophagus of rats were associated with a particular species of worm which develops from the egg to the larval stage in the bodies of cockroaches. He fed healthy cockroaches with the eggs of these worms, and then healthy rats with the infected cockroaches, with the result that the rodents developed tumours of an unmistakably cancerous type. Thus he claims to have demonstrated for the first time that cancer can be produced at any rate in rats and mice by the operation of these parasites.

The German medical world says the "Telegraph's" correspondent is very reserved in its opinions as to the importance of this discovery. Past experience with the claims of cancer investigators having rendered it very sceptical.

SWEET-FACED CHARITY

A. Hospital in Hongkong of which Few People Know.

[Special Article.]

How many residents in Hongkong can tell you offhand where the Hospital of the Sacred Heart can be found? One ventures the suggestion that only one in five (if so many) knows of its existence. Yet for over forty years it has been open to the blind and lame and diseased and destitute!

The hospital is in Wanchai and is attached to the Italian Convent. It is presided over by mother Superior Galli, who has been engaged in the work for nearly forty years, and who is assisted by a willing band of sisters. A chance remark set the writer out to discover it and to see for himself what manner of work was being done by these noble ladies whose religion, it may be stated, is not his. He went with an open mind.

The Patients. There are now, and all the time, some 150 patients in the Hospital, of both sexes, and suffering from all manners of diseases. Some of these will never leave it (one old woman has found in it a shelter for 40 years); some, who were brought to die, will leave it again to take their working places in the world. One was told of case after case of this nature in the past. There are children here and old people, men and women of all ages, sufferers from all manner of diseases, women mentally deficient, men and women hopelessly crippled, others still able to do a little work in the way of keeping the rooms clean, con-servatives and apple-pie, Chinese, Portuguese, Macanese, and Filipinos. No deserving case is turned away, if there is room. But there is not room for all who could be helped. The sisters work magnificently for the sufferers and their labours are nobly supported by Dr. Black, who pays two or three calls a week, and by Dr. Harston and Dr. Marriot, who help when more than one doctor is required. Up till last year only a makeshift operating table was available, but an Italian gentleman last year presented the hospital with one quite up-to-date. In that little operating room, which one saw the other day, some wonderful operations have been performed.

Suffering Children. It is impossible to set down one half that one sees in these scrupulously clean but over crowded rooms. And one's impressions defy adequate expression. No one can see for himself what manner of work is being done, without being tempted to cry aloud that here is a work deserving of immediate assistance. One saw children in the hospital whose faces he can never forget. One was blind; one was a dwarf who moved forward cheerfully—but so pitifully; one suffered from epilepsy and his head is never without a wound sustained when he falls. Is it nothing to Hongkong that children are thus affected and that there is no room for many outside who seek admittance?

Why should children be asked to suffer so? They play their part, we may be sure; they are tiny, but necessary, links in the great scheme of things which is happily beyond our finite comprehension. It is not for us to ask why things should thus be ordered. And yet the thought cannot but hurt that, whatever the great purpose, children should be asked to suffer so. That little chap, with the head constantly bruised, who looks out on life with big wondering eyes—it is not easy to understand that there is some great purpose behind all his pain and suffering. Yet surely he will play his little part in the great scheme the better for our help. If we who sleep softly and rise merrily will do what we can to soften the hardness of his lot, and the lot of others, will it not be better for him—and for us? It is impossible to visit this hospital, to talk to these kindly Sisters, to see these unfortunates without feeling that you must help and plead with others to help.

There is urgent need, then, for an extension of the building. The hospital is full now—uncomfortably full—and the section for males is terribly small and cramped. The workers are willing

to do more but they are handicapped by want of room; and they are not permitted to ask for help. They cannot go outside and say "See, here is what we have done, but we could do more if you will only help." They must not ask for help in any shape or form. That is why the building is inadequate; the public of Hongkong does not know of the work of mercy and of how it is restricted. One is convinced that, if wealthy Hongkong only knew of the work that is being done, of how the utmost is being made of every dollar sent, it would loosen its purse-strings at once.

There is need for bed-clothes and bed-covers. Will some-one start by gifting these? The money for the extra rooms will come more slowly—but one feels that it must come.

HONGKONG TWENTY-FIVE YEARS AGO.

(Compiled from the "Hongkong Telegraph" files for the Week Ending March 22, 1888.)

Sir W. Des Vaux.

"Sir W. Des Vaux will return the Colony on Wednesday next, and the community are invited to attend His Excellency's landing. We have no authority for saying so, but we are nevertheless perfectly certain that Governor Des Vaux will be very much obliged to the community if they will kindly attend to their own business and allow him to land in peace and quietness. His Excellency has only been absent for a few days, and it would be a complete farce, under the circumstances of making a 'silly fuss' (sic) about his return to the Colony. It is no doubt right that the official element should honour (?) their chief by an exhibition of toadyism on his return from a short trip to Singapore, as they are paid for that sort of thing; but let it stop there. No doubt we shall be told that the community has been invited in order to show respect to Lady Des Vaux. The idea of showing respect to a lady who has been in delicate health, by an exhibition of vulgar mobbing, is only what might reasonably be looked for from Hongkong officialdom."

[Shrewd man, the "Telegraph" editor of those days; though perhaps, just a trifle too vitriolic.] Hongkong and Whampoa Shares. On Thursday we published an article dealing with the recent quick rise in Hongkong and Whampoa Stock. The "Telegraph" of March 20, 1888, contains a leader dealing exhaustively with the affairs of this company. "In February 1881," says the writer, "the shares of the Hongkong and Whampoa Dock Co. Ltd., were quoted in the local share market at 126 per cent. premium, (in 1888 the price was \$125 per share) and it was reported that business in the scrip had actually been done as high as 130; in August of the same year the quotation had dropped to 82; and, this afternoon, Dock shares are freely offered at 33 per cent. premium, and are friendless at that price—which means, in plain English, that shares, the market value of which, thirteen months ago, was \$283 are to-day worth only \$186, showing the startling depreciation of \$117 per share."

This unprecedented fall in the value of these shares has taken place under most extraordinary circumstances, which render the occurrence quite inexplicable to those who, relying on the bona fides of the Board of Directors, invested their savings in the Company's stock at high rates and now find themselves either completely ruined or on the brink of insolvency. The Company's scrip ought not to be a general or convenient medium for extensive gambling amongst share traffickers. The business is practically a safe one that can be easily understood and fairly calculated by any person of ordinary intelligence. As an important shipping centre, this port will always be the headquarters of a large fleet of steam vessels which must undergo periodical docking and repairing. For many months, the casualties to shipping in the vicinity of Hongkong were numerous and important, with the result that the Dock Company, in addition to its ordinary business of repairing, was enabled to realise extraordinary profits. And apparently on the strength of this wonderful run of luck, and in the delusive hope that it would continue, Dock shares became a favourite gambling stock, ridiculous prophecies and anticipations were indulged in (by those who ought to have known better) as to the Company's glorious future; thousands upon thousands of dollars were spent on improved machinery and plant to enable ironclads and other wonderful specimens of the ship-builder's art to be constructed at Kowloon, nearly a million of dollars are being sunk in a gigantic dock that will never, in this generation, repay the interest on its cost; extravagant amounts were set aside from the earnings as bonuses to contributing shareholders—the vast majority of whom were paid directors—and dividends out of all proportion to what was really available for distribution were recommended by the Directors and voted by the shareholders with reckless profusion."

In connection with the above the following figures, showing quotations from 1881 to 1912, will be of interest:— 1891, \$3 per cent. p.m.; 1892, 76 per cent. p.m.; 1893, 70 per cent. p.m.; 1894, 82 per cent. p.m.; 1895, 140 per cent. p.m.; 1896, 214 per cent. p.m.; 1897, 222 per cent. p.m.; 1898, 288 per cent. p.m.; 1899, 525 per cent. p.m.; 1900, 580 per cent. p.m.; 1901, Apl. Reconstructed; 1901 \$200; 1902 \$212; 1903, \$207; 1904, \$216; 1905, \$164; 1906, \$145; 1907, \$96; 1908, \$99; 1909, \$51; 1910, \$53; 1911, \$45; 1912, \$57.

Interesting Lawsuit.

At the Supreme Court, before Mr. A. J. Leach, Acting Puisne Judge, the Douglas Steamship Co. brought an action on March 20, 1888, against Mr. W. Cruikshank, proprietor of the Victoria Dispensary, to recover the sum of \$511.54, damages arising out of an explosion which occurred on board the steamer Formosa from some combustible matter alleged to have been shipped by the defendants. It was contended that the articles shipped—chlorate of potash and sulphur—were merely labelled "Drugs," and that defendant was therefore liable, since one of the Company's regulations was that it could not be responsible for consequences arising from a wrong declaration. While the ship was in Swatow Harbour, an explosion took place in the mail room where these articles had been placed and caused damage to the extent mentioned above. After a lengthy hearing, judgment was reserved.

Our Contemporaries.

Last week we stated that the "Telegraph" of a quarter of a century ago was at logger heads with the "China Mail." We now find it having a slap at the "Daily Press." On March 21 it observes:—

LOC L SPORT.

The game for to-day between the Hongkong Cricket Club "A" and "B" teams is declared off owing to the weather.

ALICE MEMORIAL HOSPITAL.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Ho Kam Tong \$50
J. M. Wong 25

Fire in a Large British Steamer.

Serious damage is reported Cape Town to have been done to the cargo of the large steamer Whakara of over 6,000 tons while on outward bound from London. A survey is to be made of the vessel before she proceeds on her voyage to New Zealand.

SPECIAL CABLES.

NANKING OUTRAGE.

ATTEMPT ON EX-MINISTER'S LIFE.

[Our Own Correspondent.]

Shanghai, March 21.
The local members of the National Assembly were on their way to Peking, when, on arriving at Nanking Railway Station, a Chinese rushed up and twice fired a revolver at Mr. Sung, the former Minister of Education. The Ex-Minister was seriously injured.

New Parliament.
The new Parliament opens on April 4th.

THE SCOTT TRAGEDY.

American Views and Expressions of Sympathy.

The following leading article, from the New York "Evening Post" of February 13, fittingly expresses and epitomises American feelings and sympathy towards the Scott Tragedy:—

To find a parallel to the tragedy of the Scott Antarctic expedition one must turn back to the ill-fated Jeannette. In the Lena Delta the late Rear-Admiral George W. Melville found the bodies of his shipmates, headed by Commander De Long, together with their journals written up until the pencils slipped from their dying hands. But nothing in those journals was so infinitely touching and moving as that brief statement of Capt. Scott's, printed this morning and entitled "Message to the Public." If Capt. Scott had done nothing else to win for himself immortality, this should assure it. One may search the literature of daring and achievement for a document so thrilling, or one so pathetic. Certainly, every one must feel the noble and heroic character of the man who penned those lines with death staring him in the face, knowing that on top of his disappointment in arriving second at the South Pole was to be added complete disaster; that "these rough notes and our dead bodies must tell the tale."

Yet there is no complaint and no whining—merely a setting forth why disaster was inevitable. They knew the risk; they had done their best. But a combination of bad weather, intense cold, and the illness and disability of two of the five cost the lives of the others. Probably, if Evans and Oates had lasted like their comrades, they would all be safe to-day. But Scott did not say this; his last thoughts were of others—of that heroic officer of dragons, Capt. Oates. He hoped every night that he might awake no more, and then when death refused to come, declined any longer to be a burden and a menace to comrades, stumbling out into the blizzard to die with but the words, "I am just going outside and may be some time." Eternity is some time! But it is Englishmen are what we think they are, these words will find their way into Westminster Abbey. That was a farewell to surpass those on the Titanic where death came not by days, but hours—another, inestimably precious proof of the innate nobility of man. The ever unselfish commander preserved the record of this Anglo-Saxon party for his countrymen, and in the final moment wrote: "Had we lived, I should have had a tale to tell of the hardships, endurance, and courage of my companions which would have stirred the heart of every Englishman." Not a word of himself as he lay there facing the end, tortured by starvation, with a body racked by a month of hardships such as he wrote, "I don't think human beings ever came through." Finally, the thoughts of this gallant and noble man turned to home: "Surely, surely, a great, rich country like ours will see that those dependent on us are properly provided for. R. Scott."

There we have the one touch of emotion this iron-hearted man permitted himself before lying down to die. What country could resist such an appeal? Not England, certainly, nor any other where men still revere the heroic virtues, self-abnegation, devotion to duty until the end, and serenity of spirit when all is lost, and the inevitable has happened. There is no

defeat here, but victory of the most lasting kind, of which the recognition will be world-wide. But the wonder will never cease that so grim a fate should have been Scott's, just a month after Admunsen had found all so easy, as Polar dashes go. For him everything worked out exactly. The weather was unusually favourable, men and animals preserved their strength, the going was of the best. A month later, and nature had turned her other side. Travelling was terrible in places because of roughness of ice, and elsewhere the softness of the snow impeded their progress. Illness and the failure to find the needed fuel at the depots, and then the terrible nine-day blizzard that overtook them but eleven miles from a safe haven of refuge—there is the story of the tragedy in which the Greeks would have seen an overwhelming, inevitable, predestined fate. It will demonstrate for all time that the best of foresight is as nothing in Polar undertakings when unusually unfavorable conditions are encountered. That is the risk which, as Capt. Scott wrote, he and his men knew that they took.

All of this cannot but reinforce our point of yesterday, that hereafter forward dashes for a given point should cease in Polar Exploration. Henceforth discovery should proceed slowly, carefully with all emphasis upon the scientific gain to be achieved. Therein the Scott expedition comes back evidently with great riches. From its base exploration went on in various directions. Never was a party better equipped or of better personnel, and the records it brings must be of lasting value. This in itself would mark as different the Scott venture from many another in which the bubble reputation was the sole aim, and where the records brought back were too slight to have lasting value. As it is, while the day of adventure and peril in Arctic and Antarctic is not over, the heroic age, and we hope, the age of tragedy, will, perhaps, cease with yesterday's sorrowful report. There is no conceivable need now to dare Nature in that way. This is not saying that courage, rare determination, and readiness for self-sacrifice will be out of place; only that such supreme tests of body and soul should end with Scott.

At least in no nobler way could they conclude. But of the millions who are appraising Scott at his high worth to-day and enrolling him among the immortals, there must surely be some who will stop to realize the old, old truth that in every true man's breast lie dormant the noblest qualities, that there is no greater fallacy than the belief that one to be truly heroic must expend himself in torturing or maiming or killing others. The figure of Scott looms up so grandly to-day because he and his four companions dedicated themselves to science and died, with no blood upon their hands, in the hope that the world might be the wiser and better for their sacrifice.

RAJPUTS SPORTS.

A Very Successful Event.

On Thursday afternoon, the annual sports in connection with the 8th Rajputs were held, on the Recreation Ground, Kowloon.

There was a very large number of officers and civilians present, and the ground was lined on all sides with Indian soldiers. The band of the regiment was in attendance, and played a number of appropriate selections.

Despite the threatening weather, rain fortunately kept off and the sports were held in fine weather. The programme included the following: Veterans' race; 880 yds race; hand race; 100 yds race; 440 yds race; mile race; 440 yds race for British troops; recruits' race; sack racing; Khud race for Indian troops; B. O. race; tug-of-war; alarm post competition; obstacle race; and mule race.

Considerable interest was taken in all the events, more especially the tug-of-war, which was very closely contested.

The fixture was a more successful one.

The prizes were distributed to the successful competitors by Mr. Ralph.

MESSIAH SELECTIONS.

Excellent Rendering at St. John's Cathedral.

So much has the rendering of the Passion selections from the Messiah, come to be looked upon as an annual event, that despite the inclemency of the weather, St. John's Cathedral was well filled before the hour of commencement last night, and in a very short time only standing room was to be obtained. Those who did attend were well repaid, for the rendering was a decided improvement on that of former years, both as regards general selection, and the variety of the solo work.

Harwood's "Requiem Aeternam" was chosen by Mr. Denman Fuller as the opening selection on the organ. The choice was fortunate as there seemed something of kinship between that and the succeeding music, and the excellent technique with which it was played, redounded greatly to the credit of the organist.

The chorus singing on the whole was good. There was a balance among the seventy voices, which was once pleasing, and at the same time allowed of weighty attack by the various parts in the fugue passages, which are a feature of at least two of the best choruses of the work. If there is any fault at all to find, it is that the sopranos were weak in attack, but the trouble was not so bad as to call for any undue comment, when it is considered that there was no baton to guide as to time.

The solos included some not done before, and in this instance the credit for the best performance of the evening lies with the soprano soloists. Master T. Mastin sang in his best style, and for one so young gave a remarkably well balanced rendering of "He was cut off" and "But thou didst not leave." Miss White, in "I know that my Redeemer liveth," was most pleasing, the clarity of her enunciation and the general treatment of a by no means easy passage, was worthy of great praise. The same could also be said of Mrs. Hepper, who had the most difficult selection "If God be with us." We have heard Mrs. Hepper sing before, and the good impression formed of her capabilities as a vocalist, was further enhanced by her work last evening. Mrs. Day sang sweetly "He was despised." Mr. J. W. White gave "Thy rebuke" and "Behold and see." Neither solo is of an easy nature, but the soloist made good use of his opportunities and gave quite a pleasing rendering. "The trumpet shall sound" was admirably sung by Mr. R. E. White. Mr. White has already established a reputation in the Colony, and last night he was well up to his previous performances. The item was particularly well sung.

A word of praise is due to Mr. Denman Fuller, with whom rests the success of such an undertaking as that of last night. When it is remembered that he has trained 70 performers to such a pitch in six rehearsals, the arduous task that he took upon himself can well be conceived, and the success of yesterday's rendering is greatly to his credit. The full programme was as follows:—

Chorus, "Behold the Lamb of God."
Air, "He was despised and rejected of men" and "He gave His back to the smiters;" Mrs. Dealy.
Chorus, "Surely He hath borne our griefs."
Chorus, "And with His stripes we are healed."
Chorus, "All we like sheep" and "And the Lord hath laid on Him."
Recit. & Air, "Thy rebuke hath broken His heart;" Mr. White.
Recit. & Air, "He was cut off out of the land of the living;" and "But Thou didst not leave His soul in hell;" Master T. Martin.

Chorus, "Lift up your heads."
Air, "I know that my Redeemer liveth, Miss White.
Chorus, "Since by man came death."
Chorus, "By man came also the resurrection."
Chorus, "For as in Adam all died."

Chorus, "For as in Adam all died."



"WINFRED" VIRGINIA CIGARETTES
REMARKABLE QUALITY, MODERATE PRICE
\$0.50 PER TIN OF 50.
KRUSE & CO.

Chorus, "Even so in Christ shall all be made alive."
Recit. and Air, "Bel old! I tell you a mystery."
"The trumpet shall sound, Mr. R. E. White."
Air, "If God be for us," Mrs. Hepper.
Chorus, "Worthy is the Lamb that was slain."

YACHTING.

Royal Hongkong Yacht Club.

The 9th Club Race in the above club was sailed on Saturday last. A heavy squall of wind and rain came on just before the start and all the boats were reefed. The course for the Handicap Class was Channel Rocks, Lyemum Beacon, Mark boat on Starting line, Kowloon Rock, Channel Rocks, 0.4 miles. Dione and Rolla were first over the line, close together. Kathleen was about 25 min. late having towed her crew out to Dorothea which was late in arriving, and Dorothea was some distance behind. Kathleen. The order remained unchanged and the boats finished:—

Actual Corrected Marks.
Dione 411 23 411 23 3
Rolla 413 10 410 40 5
Kathleen 419 22 413 06 2
Dorothea 431 45 425 29 1
The course for the One Design Class was Channel Rocks, Lyemum Beacon, Mark boat on Starting line, Channel Rocks. Only two boats started and they finished:—
Bonito 428 04
Halcyon 422 10

On the occasion of the Regatta on the 29th March, there will be races for all boats belonging to the R. H. K. Y. C. and to the C. Y. C. in two classes viz. 1st Class, The Handicap Classes of both clubs. The 2nd Class, The One Design Class of the Royals and the Hayward Hayes and Gael Classes of the C. Y. C. The course for both classes will be Lyemum Beacon, Port, Channel Rocks, Port, Cuckoo Rocks, Buoy Port, 6 miles. The Starting and Finishing lines will be between a yacht and a mark moored off the R.H.K.Y.C. The Yacht will mark the inner end of the line and will fly a Red or Blue Ensign at the masthead. The Handicaps will be as follows:—

1st Class: Dione Scratch
La Linda ... 5 secs per mile
Rolla ... 10 secs per mile
Lily ... 15 secs per mile
Spoonrift ... 40 secs per mile
Colleen ... 40 secs per mile
Kathleen ... 40 secs per mile
Dorothea ... 40 secs per mile
Violet ... 50 secs per mile
Daisy ... 50 secs per mile
Ayeaba ... 1 min per mile
Eva ... 1 min per mile
Corrinnee ... 1 1/2 min per mile
2nd Class:
R.H.K.Y.C.
One Design Scratch
Hayward Hayes
Class ... 27 secs per mile
Gael ... 35 secs per mile

To-day's Advertisement.

WANTED.
TUITION—LADY (A.L.O.M.) gives Pianoforte lessons. Apply: "ASSOCIATE" care of "Hongkong Telegraph."
Hongkong, 22nd Mar. 1913.

To-day's Advertisements

NORDDEUTSCHER LLOYD BREMEN.
IMPERIAL GERMAN MAIL LINE.
NOTICE TO CONSIGNEES.
THE Steamship

"PRINCESS ALICE," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 27th of Mar., will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th of Mar., at 9.30 a.m.

All claims must reach us before the 3rd of April, 1913, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
General Agents.
Hongkong, 20th Mar. 1913 F262

TOYO KISEN KAISHA.
THE Steamship

"NIPPON MARU,"
FROM SAN FRANCISCO, via HONOLULU AND JAPAN PORTS AND SHANGHAI.

The above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of cargo from alongside. Cargo remaining undelivered on TUESDAY 26th March, at 5 p.m. will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected.

No claim will be recognized after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on Friday, 28th inst. afternoon, will be subject to rent and landing charges. All chafed and otherwise damaged Cargo to be left on board or Godown and examination of same to be held on Saturday, 29th inst.

All Claims must be filed on or before 4th April otherwise they will not be recognized.

S. S. ORIMOTO,
Agent.
Hongkong 22nd March, 1913 (264)

INDO-CHINA STEAM NAVIGATION CO., LTD.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"FOOKSANG" having arrived from the above Ports Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. the 22nd inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

JARDINE, MATHESON & CO., LTD.
General Managers.
Hongkong, 22nd March, 1913.

DAIRY FARM NEWS.

Something Good.

HAVE YOU TRIED OUR

Farmer's Sugar Cured Bacon?

IT IS PRONOUNCED BY ALL WHO HAVE TRIED IT TO BE ABSOLUTELY THE BEST IN THE COLONY.

Prove It For Yourself.

WE HAVE TRIED IT AND CAN RECOMMEND IT.
SLICED BY A PATENT SLICING MACHINE IN RASHERS OF ANY THICKNESS, EXACTLY AS WANTED.

WM. POWELL, LTD.
TELEPHONE 346

PURE LINENS DRESSES
FOR

IN A LARGE VARIETY OF SHADES.

Special Value 85 CTS. PER YARD.

OUR BREAD
PERFECTION.

CAKES AND PASTRY
PAR EXCELLENCE
TIFFINS, DINNERS & REFRESHMENTS THE BEST.

ALEXANDRA CAFE CO.

LANE, CRAWFORD & CO.

GENTLEMEN'S

TAILORING

DEPT.

NEW SPRING GOODS.

INSPECTION INVITED.

LANE, CRAWFORD & CO.

"KING GEORGE IV."

WHISKY

THE TOP

NOTCH

OF

SCOTCH.



With Each Bottle of "KING GEORGE IV" an absolute guarantee is given for uniform quality.

The contents of the vats holding this blended Whisky are never less than three million gallons which represents the consumer's security against that guarantee. Blended & Bottled under Bond at S. Queensferry, N. R. EDINBURGH.

THE DISTILLERS COMPANY, SOLE AGENTS.
GANDE, PRICE & CO., LTD.
WINE MERCHANTS
Queen's Road Central, Hongkong

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CANADIAN PACIFIC RAILWAY
COMPANY'S
ROYAL MAIL STEAMSHIP LINE.
"EMPERESS LINE."

Sailings from Hongkong and Quebec.

"E. of India" ...	April 5	"E. of Ireland" ...	May 9
"E. of Japan" ...	April 26	"E. of Ireland" ...	May 30

All steamers leave Hongkong at 6 p.m.
To Vancouver, B.C., calling at Shanghai, Nagasaki (through the Island Sea of Japan), Kobe, Yokohama and Victoria, B.C.
Passengers booked to all the principal ports in Canada, the United States and Europe, also around the world.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. Craddock, General Traffic Agent,
Corner Pedder Street and Praya (Opposite Blake Pier.)

INDO-CHINA STEAM
NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

Destination	Steamers	Sailing Dates
TIENTSIN via SWATOW & WEIHAIWEI	CHEONGSHING	Sunday, 23rd March, at D.
SHANGHAI, KOBE & MOJI	FOOKSANG	Monday, 24th March, at Noon.
SINGAPORE, AND CALCUTTA	SUISANG	Monday, 24th March, at Noon.
SINGAPORE, PENANG & CALCUTTA	KUTSANG	Thursday, 27th March, at 2 p.m.
MANILA	LOONGSANG	Saturday, 29th March, 2 p.m.

RETURN TOURS TO JAPAN (Occupying 24 days).
The steamers "Kutsang," "Namsang," and "Fooksang," leave about every 8 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to the Hongkong. Time occupied 20 days. This service is supplemented by the "Lalsang" and "Kunwang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chafoo, Tientsin, Dally, Weihaiwei, Tientsin.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.

Telephone No. 216.

THE ROYAL MAIL STEAM
PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE

"SHIRE" LINE SERVICE.—HOMWARDS.

For Steamers. Date of Sailing.

LONDON & ANTWERP	DEN OF CROMBIE	About 6th April.
MARSEILLES, LONDON & ANTWERP	DEN OF GLAMIS	30th April.

NEW TRANS-PACIFIC "SHIRE" AND "GLEN" JOINT SERVICE.

Vancouver, Seattle, Tacoma & P.I.A.N.	FLINTSHIRE	About 6th April.
VICTORIA, VANCOUVER & SEATTLE	HARPAGUS	10th June.
PORTLAND, TACOMA & SEATTLE	MONMOUTHSHIRE	27th June.

Cargo accepted on through Bills of Lading to all ports in Europe, and North and South America.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LD.

AGENTS.

HONGKONG, CANTON, MACAO,
AND
WEST RIVER STEAMERS.JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
AND THE CHINA NAVIGATION CO., LTD.,
HONGKONG-CANTON LINE.

HONGKONG TO CANTON CANTON TO HONGKONG

SATURDAY, 22nd MARCH.

10.00 p.m. "HONAM" 5.00 p.m. "KINSHAN."

10.00 p.m. "KINSHAN." 4.00 p.m. "HONAM."

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" Tons 1651 S.S. "SUI AN" Tons 1651

HONGKONG TO MACAO.

S.S. "SUI AN" at 8 a.m. from Wing Lok Street Wharf.

S.S. "HEUNGSHAN" 2 p.m. from Company's Canton Wharf.

Sunday at 9 a.m. & 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays, at 7.30 a.m. and 6 p.m.

EXCURSION TO MACAO

SUNDAY, 23rd MARCH.

The Company's Steamship, "SUI AN."

will depart from the Company's WINGLOK LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's WINGLOK STREET WHARF.

This steamer connects with the excursion steamer returning from Macao at 8 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. HOI-SANG, 427 Tons.

Departures from Macao to Canton on Mon., Wednes., & Fri., at 9 p.m.

Departures from Canton to Macao on Tues., Thurs., & Satur., at 4.30 p.m.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDU-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 688 Tons, and "NANNING," 689 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers.

"LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are fitted throughout by electricity. Electric Fan in each Cabin.

Bookings Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the Company.

HONGKONG, CANTON & MACAO STEAMBOAT

COMPANY, LIMITED.

WINGLOK LOK STREET WHARF.

Shipping

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION

Destination	Steamers	Sailing Dates
AMERICA &c.	AWA MARU Capt. K. Shimizu T. 12,500	TUESDAY, 25th March, at Noon.
	SADO MARU Capt. Anzawa T. 12,500	TUESDAY, 25th March, at Noon.
EUROPE &c.	MIYASAKI MARU Capt. R. Suyeda T. 16,000	WEDNESDAY, 26th March, at daylight.
	KITANO MARU Capt. P. E. Cope T. 16,000	WEDNESDAY, 26th March, at daylight.
SHANGHAI, MOJI & KOBE	KAWACHI MARU Capt. Christensen T. 12,500	WEDNESDAY, 26th March, at daylight.
KOBE and YOKOHAMA	TOSA MARU Capt. T. Sato T. 12,000	MONDAY, 27th March, at Noon.
NAGAI, KOBE & YOKOHAMA	NIKKO MARU Capt. Yagi T. 9,600	WEDNESDAY, 27th March, at Noon.
AUSTRALIA &c.	YAWATA MARU Capt. T. Sakino T. 7,000	WEDNESDAY, 27th March, at Noon.

† Cargo only.

† Fitted with new system of wireless telegraphy.

PASSENGER SEASON FOR 1913.

FOR EUROPE.

Steamer.	Tons displacement.	Leaving H.K.
Miyasaki Maru	16,000	25th March.
Kitano Maru	16,000	25th April.
Iyo Maru	16,000	7th May.
Hirano Maru	16,000	21st May.

FOR AMERICA.

Steamer.	Tons displacement.	Leaving H.K.
Awa Maru	12,500	25th March.
Sado Maru	12,500	25th April.
Yokohama Maru	12,500	6th May.
Inaba Maru	12,500	20th May.
Shidzuoka Maru	12,500	

(Subject to change without notice.)

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamers. To Sail.

MANILA, CEBU & ILOILO	"TAMING"	25th March, at 4 p.m.
TIENTSIN	"KUEICHO"	27th March, at Noon.
HAIPHONG	"SUNGKIANG"	27th March, at 10 a.m.

This steamer has superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE—Twin Screw Steamers "Tean" and "Taming," saloon accommodation amidships; electric fans fitted; extra state-rooms on deck, aft. Saloon accommodation of a.s. "Railong" is situated on deck, aft. Electric Fans fitted.

SHANGHAI LINE—FAST, SCHEDULED TWIN-SCREW STEAMERS (Ankai, Oshon, Etsun, Oshon, Oshon) with excellent passenger accommodation. Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

S.S.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Reduced Fares:—Single \$45. Return \$75.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Agents.

Telephone No. 36 Hongkong 23rd March, 1913.

COMPAGNIE MARITIME INDO-CHINOISE
Direct Line to Tonquin.

S.S. "SIKIANG."

CAPT. HENRY.

Will leave Hongkong for Haiphong on or about

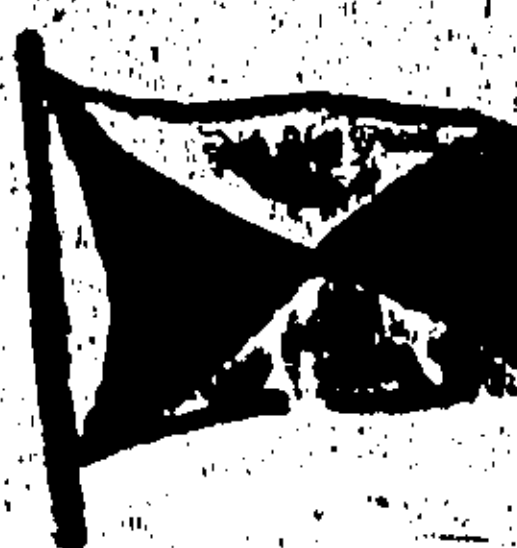
SUNDAY 23RD MARCH, 1913, AT DAYLIGHT.

Trip in two days only.

For Passage and Freight apply to P. THOMAS.

Messageries Maritimes.

Shipping

HONGKONG—
PHILIPPINES.
PHILIPPINES
STEAMSHIP CO

Steamship	Tons	Captain	For	Sailing Date
RUBI	4000	J. Miller	Manila, Mangerin, Iloilo and Cebu.	THURSDAY, 27th March, 4 p.m.
ZAFIRO	4000	F. S. McMurray	Manila, Mangerin, Iloilo and Cebu.	MONDAY, 7th April, 4 p.m.

AMERICAN ASIATIC STEAMSHIP COMPANY.
NEW YORK, PHILIPPINES, CHINA, JAPAN, LTD.

For Freight or Passage apply to

SHEWAN TOMES & CO.

GENERAL MANAGERS

Hongkong 20th February, 1913

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between

JAVA, CHINA AND JAPAN.

Steamer	From	To	Will sail on or about
Tijmanook	JAPAN	JAVA	2nd half Mar.
Tikinal	JAVA	SHANGHAI	2nd half Mar.
Titaroom	JAVA	JAPAN	2nd half Mar.
Tilivong	JAVA	JAVA	2nd half Mar.
Tilipanas	JAPAN	JAVA	2nd half Mar.
Tilimah	JAVA	JAPAN	2nd half Mar.
Tililap	JAVA	JAPAN	1st half Apr.
Tilibodas	JAVA	SHANGHAI	1st half Apr.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Building.

Telephone No. 376

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all ports in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG. (Subject to alteration.)

Steamer	Tons	Captain	Date of sailing
S.S. "Nippon Maru"	11,000	A. G. Stevens	April 1st, Noon.
S.S. "Tenyo Maru"	12,000	E. Bent	April 8th, Noon.
S.S. "Shinyo Maru"	12,000	H. S. Smith	April 29th, Noon.
S.S. "Chiyu Maru"	12,000	W. O. T. Filmer	May 27th, Noon.

These steamers are equipped with Turbine Engines and Triple Screw.

All steamers carry Japanese Government wireless telegraph and post office.

INTERMEDIATE SERVICE.

The twin screw steamer "Nippon Maru" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU on TUESDAY, the 1st April, 1913, at Noon.

SOUTH AMERICAN LINE.

In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.

Only Regular Direct Service to Mexican, Guilan and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to alteration.)

Steamer	Tons	Date of Sailing
Bayo Maru	10,500	Thursday, April 8, Noon 1913.
Hongkong Maru	11,000	Wednesday, June 4, Noon
Kiyo Maru	17,300	Tuesday, August 5, Noon 1913.

For Further Particulars as to Passage and Freight, apply to

S. MORIMOTO, Agent.

(KING'S BUILDING Opposite Blake Pier) [1]

"THE BIG" 4 OF THE
PACIFIC MAIL S.S. CO.

MONGOLIA MANCHURIA KOREA SIBERIA

20,000 tons, twin screw, 27,000 tons twin screw, 25,000 tons, twin screw, 25,000 tons, twin screw.

Also Nile, 15,000 tons, China, 10,000 tons, and Persia, 5,000 tons.

From Hongkong calling at Shanghai, Nagasaki, Kobe (via Inland Sea), Yokohama and Honolulu (via Pacific).

Through Service via New York to Europe.

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

THE COST is not more by this route than by any other route.

For rates of passage and freight, apply to the Agents.

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LOG BOOK.

Notice to Mariners.

Tientsin District.—Gulf of Pe-chili.—Notice is given that a lighter has sunk in about 17 feet of water in the eastern approach to the Taku Bar. From the position of the wreck, the Taku Lightvessel bears about E. by N. Magnetic, distant 1 mile. There is about 10 feet of water over the wreck at low water of spring tides. This wreck is in the track of shipping, and should be approached with caution.

The Suicide on the s.s. Kiangfoo.
Regarding a case of suicide on the part of a passenger on the O. M. s.s. Kiangfoo, which is alleged to have been brought about by the ill-treatment accorded to the man by the company's assistant on board, the "Shen pa" reproduces protests understood to have been sent to the China Merchants S.N. Co. by the Huan Association, and a confession extracted by indignant passengers from those who are alleged to have been implicated.

Spectacles for Shipmasters.
A shipmaster writes to the "Shipping Gazette":—"Why should ships' officers be denied the use of glasses for small defects, when by their aid the night can be raised to normal; and in many cases above normal? Are the attractions of the sea so great, and the officers so numerous, that we, as a nation, can afford to cast a large percentage adrift? If a young officer's eyes, under the strain of work and study, take a wrong curve, which, fortunately, can easily be corrected by proper glasses, is it wise to deprive him from using them?"

Shipping Facilities in Japan.
The Yokohama Economic Association held a general meeting in the City Office on the 4th instant, reports the "Japan Gazette," when a memorial to be submitted to the Diet, as approved at a recent committee meeting, was passed, unanimously. The memorial suggests that the Government, among other schemes, establish a bureau for dealing with the shipping affairs in the ports throughout the Empire; and the speedy inauguration of proper arrangements of the old Kanagawa Port, in Yokohama Harbour, in order to complete connection between sea and land, the only arrangement of the kind at present being the Customs Quay and the Pier now being reconstructed.

The New Shipping Line.

It is now settled, says the "Pioneer," that we are to have a new line of steamers from Europe to Bombay, Colombo, Madras, Calcutta and Rangoon. This new line is being inaugurated by Mr. Dan Brastrom, a well known Gothenburg ship-owner and director of the Swedish East Asiatic Company Limited. This move has been brought about because it has been found in practice that Swedish factories lose considerable orders on account of their inability to compete with countries having direct communication with India. A Swedish line already runs to the Far East, but these steamers already receive all the cargo they can carry; hence the necessity for a special line. The new line of steamers will load at one or two ports in Northern Sweden and will finish taking in cargo at Gothenburg and Christiania (Norway). It is felt that there will not be much difficulty in obtaining return cargoes—rice from Rangoon, tea and jute from Calcutta, cereals from Bombay, and so forth. The passenger question does not seem to have been finally settled, but stands in no danger of being overlooked. As announced the other day, agencies are now being arranged at the principal Indian ports to represent the new shipping venture, which, if it decides to hold aloof from the liners' conference, which is really a shipping combine whose object is to fix both freight and passenger rates against the public, should play an important part in the Indian shipping world.

Shipping

HAMBURG-AMERIKA
LINIE.IN CONJUNCTION WITH
Deutsche Dampfschiffahrts Gesellschaft "HANSA."

FAST ASIATIC SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES
via STRAITS and COLOMBO.

Marseilles, Havre, Bremen and Hamburg and New York.

And from Manila, Hongkong and Japan to Vancouver (B.C.) and Portland (O.).

Taking Cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.

For Shanghai, Kobe & Yokohama:

S.S. SITHONIA 28th March

" BOYNE 2nd April

" LIBERIA 13th April

" ALEXANDRIA 27th April

" SEGOVIA 8th May

" BIRKENFELS 19th May

" SAXONIA 22nd May

" FURSTBULOW 2nd June

" PREUSSEN 24th June

HOMEWARD.

For Havre, Bremen & Hamburg:

S.S. O.J. D. A. H. L. E. R. S. 22nd March

For Havre & Hamburg:

S.S. SILEZIA 26th March

For Havre & Hamburg:

S.S. SCHWARZBURG 28th March

For Vancouver, S. & or T. & P. land (Or):

S.S. SITHONIA 28th March

For Marseilles & Hamburg:

S.S. SCANDIA 15th April

For Havre & Hamburg:

S.S. SCANDIA 16th April

For Rotterdam, Bremen, H. & A.werp:

S.S. SACHSEN 18th April

For Hamburg & Antwerp:

S.S. SENEGBAMBIA 23rd April

For Further Particulars, apply to—

Hamburg-Amerika Linie,
Hongkong Office.BRITISH INDIA S. N.
CO., LTD.NEW SERVICE OF STEAMERS BETWEEN
YOKOHAMA, KOBE, HONGKONG AND RANGOON.

The S.S. "MUTTRA," 4644 tons gross Captain H. Carey, will be dispatched for SINGAPORE, PENANG & RANGOON on the 7th April at noon, taking cargo at current rates.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,
AGENTS.Telephone No. 215,
Hongkong, 10th March, 1913.THE TAIKOO DOCKYARD
& ENGINEERING Co. OF
HONGKONG, Ltd.TAIKOO DOCKYARD,
HONGKONG.SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS,
FORGEWRIGHTS, BRASS & IRON FOUNDERS, CON-
STRUCTIONAL, ELECTRICAL & MECHANICAL
ENGINEERS.WELDING & CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.Estimates given for quick construction and repair of Ships, Engines, Boilers,
Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and
Wood Work.GRAVING DOCK 787' x 88' x 34'6"
Pumps empty Dock in 2-3/4 hours.THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displace-
ment, providing conditions for painting ships with most efficient results,
100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD
CRANES throughout the Shops, ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS for:—

THE LEEDS FORGE CO., LTD.

Specialists in the Manufacture of RAILWAY ROLLING
STOCK of every description.Pioneers in the Design and Manufacture of PRESSED STEEL
UNDERFRAMES and BOGIES and ALL-STEEL RAIL-
WAY WAGONS.

JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2 to
150 H.P.

As supplied to the British Admiralty & War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN-
BOATS, LAUNCHES, HOUSEBOATS and PLEASURE
CRAFT OF EVERY DESCRIPTION.MOTOR PUMPING & LIGHTING SETS, MOTOR VEHI-
CLES, etc.Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 a.m. and
12 noon at the Town Office.

BUTTERFIELD & SWIRE,

HONGKONG, CHINA & JAPAN, AGENTS.

Telegraphic Address:—"TAIKOODOCK."

TELEPHONE No. 212.

VESSELS TAKING CARGO.

European Ports.

Destination.	Vessel's Name.	For Freight Apply To	To be Dispatched.
London and Antwerp	Den of Crombie	J. M. & Co.	31 March, about
London and Antwerp via Singapore, &c.	Nankin	P. & O. Co.	2 April, about
Havre and Hamburg, &c.	Silesia	H. A. L.	25 March
do do	Schwarzburg	H. A. L.	28 March
do do	Scandia	H. A. L.	16 April
Marseilles and Hamburg, &c.	Spezia	H. A. L.	15 April
Marseilles, London and Antwerp	Den of Glamis	J. M. & Co.	30 April, about
Marseilles, London & Antwerp via S'pore, &c.	Miyasaki Maru	N. Y. K.	26 March
Marseilles, via Saigon, S'pore, C'bo, Port Said.	Nora	M. M. Co.	25 March
Mexico, Peruvian and Chili via Japan	Bayo Maru	T. K. K.	23 April
U.K. & Continental Ports	Glenlogan	S. T. & Co.	Middle of March
Trieste, Fiume, Venice via Singapore, &c.	Austria	S. W. & Co.	7 April, about
Rotterdam, Bremen, Hamburg, & Antwerp, &c.	Sachsen	H. A. L.	13 April
Naples, Genoa, Algiers, Gibraltar, S'pore, Manila.	York	M. & Co.	1 April

New York, San Francisco and Canada.

New York	Shimosa	D. & Co.	25 March about
New York via Suez Canal	Welsh Prince	A. K. & Co.	12 April
Boston & New York via Ports & Suez Canal	Inverclyde	S. T. & Co.	2 April, about
San Francisco via Shanghai and Japan, &c.	Mongolia	P. M. Co.	25 March
do do do do	Nippon Maru	T. K. K.	1 April
do do do do	Nile	P. M. Co.	31 March
San Francisco via Manila & Japan, &c.	Panama Maru	O. S. K.	2 April
Victoria, B.C., and Tacoma via Shanghai, &c.	Harpagus	J. M. & Co.	10 June, about
Victoria, Vancouver, B.C., Seattle	Awa Maru	N. Y. K.	25 March
Victoria, B.C., and Seattle via Shanghai, &c.	Sithonia	H. A. L.	28 March
Vancouver B.C., and Portland (Or.)	Empress of India	O. P. R. Co.	5 April
Vancouver via Shanghai and Japan, &c.	Empress of Japan	O. P. R. Co.	28 April
do do do do	Flintshire	J. M. & Co.	5 April, about
Vancouver, Seattle, Tacoma & Portland, &c.	Monmouthshire	J. M. & Co.	27 June, about
Portland, Tacoma and Seattle			

Australia.

Australian Ports via Manila	St. Albans	G. L. & Co.	20 March
do do do	Yawata Maru	N. Y. K.	9 April

Singapore, Coast Ports and Japan.

Batavia, Cheribon, Samarang, &c.	Tjitaroom	J. C. J. L.	Quick despatch
do do do	Tjirachi	J. C. J. L.	Quick despatch
Kudat and Sandakan	Borneo	M. & Co.	Beginning of April
Singapore and Calcutta	Suisang	J. M. & Co.	24 March
Singapore, Penang and Calcutta	Kutsang	J. M. & Co.	27 March
Singapore, Penang and Rangoon	Muttra	J. M. & Co.	7 April
Bombay via Singapore & Colombo	Kamakura Maru	N. Y. K.	31 March
Japan	Tjiliwang	J. C. J. L.	Quick despatch
Kobe and Yokohama	Kitano Maru	T. K. K.	27 March
do do	Coblentz	M. & Co.	1 April, about
do do	Hirano Maru	N. Y. K.	27 March
do do	Prinz Sigismund	M. & Co.	29 April, about
Yokohama and Kobe	Fultala	J. M. & Co.	29 March
Yokohama and Kobe via Shanghai	Austria	S. W. & Co.	1 April, about
do do do	China	S. W. & Co.	31 March, about
Manila	Loongang	J. M. & Co.	29 March
Manila Cebu and Iloilo	Taming	B. & S.	25 March
Manila, Mangarin, Iloilo and Cebu	Bibi	S. T. & Co.	27 March
do do do do	Zafiro	S. T. & Co.	7 April
Swatow	Haiman	D. L. & Co.	23 March
Swatow, Amoy and Foochow	Haitan	D. L. & Co.	25 March
do do do	Haiyang	D. L. & Co.	28 March
Foochow via Swatow and Amoy	Kaijo Maru	O. S. K.	26 March
Tamsui via Swatow and Amoy	Daigi Maru	O. S. K.	23 March
Anping and Takao via Swatow and Amoy	Sosha Maru	O. S. K.	2 April
Saigon	Fochiw	B. & S.	22 March
Haiphong	Sungkiang	B. & S.	27 March
Tientsin	Kneichow	B. & S.	27 March
Tientsin via Swatow and Weihaiwei	Cheongshing	J. M. & Co.	23 March
Nagasaki, Kobe and Yokohama	Nikko Maru	N. Y. K.	9 April
Shanghai and Moji	Jelunga	D. S. & Co.	15 April
Shanghai, Kobe and Yokohama	Ernest Simons	M. M. Co.	24 March
do do do	Sithonia	H. A. L.	28 March
Shanghai, Kobe and Moji	Fooksang	J. M. & Co.	23 March
Shanghai Moji and Kobe	Kawachi Maru	N. Y. K.	20 March
Shanghai, Moji, Kobe and Yokohama	Nora	P. & O. Co.	26 March, about
Shanghai, Yokohama, Kobe and Moji	Japan	A. N. & Co.	24 March, about
Shanghai	Tjilatjap	J. C. J. L.	Quick despatch
do do do	Tjibodas	J. C. J. L.	Quick despatch
do do do	Tjikini	J. C. J. L.	Quick despatch
do do do	Koerber	S. W. & Co.	20 March
do do do	Assaye	P. & O. Co.	27 March, about

To Sail

FOR YOKOHAMA, KOBE
AND MOJI.

THE Steamship

"DILWARA,"

Capt. G. N. Bamage, R.N.R., will be
despatched for the above ports on Fri-
day, the 21st inst., at 4 p.m.The steamer has superior accom-
modation for passengers, is installed
throughout with Electric Light and
carries a duly certified doctor.Return Tours to Japan (conveying
20 days.)
The Steamers leave about every 3
weeks for Shanghai and Kobe (Inland
Sea), returning via Moji, providing a
stay of 5 to 6 days in Japan.Return tickets are available by the
Indo-China Steam Navigation Co.'s
Steamers. Fare for round trip \$120.
For Further Particulars, apply to
DAVID HASSOON & Co., Ltd.
Agents.

Hongkong, 17th Mar., 1913. [244]

To Sail

THE AMERICAN & ORIENTAL
LINE.FOR NEW YORK via SUEZ
CANAL.(With liberty to call at the Malabar
Coast.)

THE Steamship

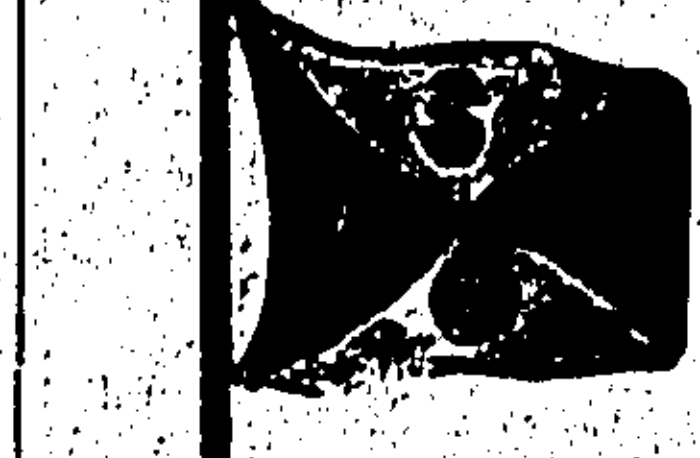
"WELSH PRINCE,"

Capt. McKegg, will be despatched as
above on Saturday the 12th April.For freight and passage apply to
ARNHOLD KARBURG & CO.
General Agents.

Hongkong, 11th Mar., 1913. [246]

To Sail

Hongkong - New York.

AMERICAN ASIATIC S.S. CO.
FOR BOSTON & NEW YORK via
PORTS & SUEZ CANAL.(With liberty to call at the Malabar
Coast.)British S.S. "INVEROLYDE"
on or about 2nd April, 1913.For freight and further information,
apply to
SHEWAN, TOMES & Co.,
General Agents.

Hongkong, Feb. 26th 1913. [181]

Regular Steamship Service
With liberty to call at the
Malabar Coast.FAVORABLE SAILING FROM HONGKONG
FOR BOSTON & NEW YORK
S.S. "SHIMOSA" on or about
25th Mar.For Freight and further information,
apply to
DODWELL & CO., LTD.
Agents.

Hongkong, 26th Feb., 1913. [241]

MOVEMENTS OF
STEAMERS.VESSELS ADVERTISED TO
DEPART TO-MORROW.

For.	Vessel.
Macao,	Sui Tai.
Swatow,	Daigi Maru.
Japan,	Fooksang.
Tientsin,	Cheongshing.

DEPART ON MONDAY.

Japan,	Ernest Simons.
Shanghai,	Japan.
Singapore,	Suisang.

VESSELS ADVERTISED TO
ARRIVE TO-MORROW.

From.	Vessels.
Shanghai,	Panama Maru.

ARRIVE ON MONDAY.

Chinwantao,	Fausang.
Saigon,	Ernest Simon.
Singapore,	Wakool.
Singapore,	Nora.
Singapore,	Kasanga.

AMERICAN MAIL.

The P. M. s.s. Persia left San
Francisco on the 8th inst.The P. M. s.s. Mongolia with the
American mail left San Francisco
for this port, via Honolulu the
usual Japan Ports and Manila on
the 15th ult.The T. K. K. s.s. Tenyo Maru
left San Francisco for Hongkong
via usual ports on the 1st instant
and is due here on the 28th inst.Owing to permanent repairs
being made on the P. M. s.s. Nile,
she will not leave this port until
March 31st but will omit home-
ward bound ports of Manila and
Honolulu, thus arriving in San
Francisco April 19th or 2 days
before the s.s. Mongolia, due to
leave here on the 25th inst.

CANADIAN MAIL.

The O. P. R. s.s. Monteagle left
Yokohama on the 16th inst., at
noon, due to arrive at Vancouver,
B.C., on the 30th inst.

AUSTRALIAN MAIL.

The E. & A. s.s. Eastern left
Sydney for this port via Queens-
land Ports Port Darwin, Timor
and Manila on the 14th inst., and
may be expected here on the 6th
prox.

MERCHANT STEAMERS.

The s.s. Glenloch passed the
Suez Canal on 18th ult., for Hong-
kong via Straits.The I. O. S. N. s.s. Laisang from
Calcutta is due at Hongkong on
the 26th inst.The I. O. S. N. s.s. Fausang from
Chinwantao is due at Hongkong
on the 24th inst.The S. L. s.s. Flintshire from
London is due at Hongkong on
the 5th prox.The P. & O. s.s. Wakool left
Singapore, for this port on the
17th inst., at 5 p.m., and is due
here on the 24th inst., at 6 a.m.The P. & O. s.s. Peshawar is
expected to arrive at Colombo on
the 28th inst.The Bank Line s.s. Oterio
arrives at Moji on the 21st inst.
and is due to arrive here on the
28th inst.The s.s. Glenturret passed the
Suez Canal on the 18th inst., for
Hongkong via Straits.The O. S. K. s.s. Panama Maru
from Tacoma, left Shanghai for
this port on the 20th inst., at 5 a.m.,
and is due at Hongkong on the
26th inst., at 6 a.m.The P. & O. s.s. Nora left Singa-
pore for this port on the 18th inst.
at 2 p.m., and is due here on the
24th inst., at 6 a.m.The A. & M. L. s.s. Kasanga left
Singapore on the 18th inst., and
is due here on the 24th inst.The T. K. K. s.s. Kiyo Maru
arrived at Manzanillo from Hono-
lulu, on the 18th inst., and leaves
again for Salina Ordz on the 20th
inst.The Mogul Line str. Lothian
sailed from the United Kingdom,
on the 26th ult., for the Far East
via Straits.

VESSELS IN PORT.

Steamers.

Awa Maru, Jap. s.s., 3,912, Shim-
zu, 16th Mar.—Shanghai—
13th Mar., Gen.—N. Y.
K.Baron Napier, Jap. s.s., 3,159, B.
C. Goucey, 17th Mar.—
Barry, Wales 31st Jan.,
and Colombo 3rd Mar.,
Coal—Admiralty.Benlomond, Br. s.s., 3,128, Web-
ster, 18th Mar.—Moji 12th
Mar., Coal—G. L. & Co.Cyclops, Br. s.s., 5,762, D. Arthur
18th Mar.—Vancouver
and Yokohama 8th Mar.,
Gen.—B. & S.Daigi Maru, Jap. s.s., 846, Taku-
sbig, 19th Mar.—Tamsui
and Formosa 18th Mar.,
Gen.—O. S. K.Empress of India, Br. s.s., 5,940
A. J. Farley, 14th Mar.—
Vancouver, B.C. 2nd
Feb., Gen.—C. P. R. Co.Hyndford, Br. s.s., 2,775, Horne,
11th Mar.—Sabang 27th
Feb., Oil.—S. O. Co.Ichang, Br. s.s., 1,228, Jones, 19th
Mar.—Canton 18th Mar.,
Ballast.—B. & S.Keongwai, Ger. s.s., 1,115, Joh.
Kohler, 12th Mar.—Bang-
kok 4th Mar., Rice.—B.
& S.Kweilin, Br. s.s., 1,050, Mills, 6th
Mar.—Canton 5th Mar.,
Gen.—B. & S.Lyeemco, Ger. s.s., 1,236, Sarh,
10th Mar.—Saigon 6th
Mar., Gen.—H. A. L.Mexican Prince, Br. s.s., 1,958,
17th Mar.—Singapore
10th Mar., Bulk oil.—A.
P. & Co.Mongolia, Am. s.s., 8,750, E. Rice,
19th Mar.—San Fran-
cisco 15th Feb., Gen.—
P. M. Co.Nile, Br. s.s., 3,156, Lapraik, 11th
Mar.—San Francisco
8th Mar., Gen.—P. M. Co.Phu Yen, Fr. s.s., 1,246, Lagaon,
17th Mar.—Saigon 13th
Mar., Rice.—B. & Co.Pheumpenh, Br. s.s., 1,065, Jas.
H. Scott, 19th Mar.—
Saigon 15th Mar., Gen.—
Wo Fat Sing.Pongtong, Br. s.s., 908, Botefuhr,
17th Mar.—Bangkok 8th
Mar., Rice.—B. & S.Tjimali, Dutch s.s., 3,815, Scherm-
bert, 20th Mar.—Muntok
12th Mar., Gen.—J. C. J.
L.Standard, Nor. s.s., 1,461, Bull,
18th Mar.—Bangkok 10th
Mar., Rice.—Siang Kee.Wiegand, Ger. s.s., 291, Ahrens,
19th Mar.—Caroline Is.
10th Mar., Ballast.—M.
& Co.Yangtze, Br. s.s., 4,149, Rodway,
18th Mar.—Shanghai
15th Mar., Gen.—B. & S.If you have lost your application, one of
the big variety of safety classes at the
ALEXANDRA CAPE is said to
be the best.

Public Auction.

G. H. R.
NOTICE.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on Tuesday, the 25th day of March, 1913, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land below Kennedy Road in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at Crown Rents to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

Lot No.	Area in Acres	Area in Sq. Yds.	Area in Sq. Ft.	Area in Sq. M.	Area in Hectares
1	1.00	4840	484000	1.00	1.00
2	1.00	4840	484000	1.00	1.00
3	1.00	4840	484000	1.00	1.00
4	1.00	4840	484000	1.00	1.00
5	1.00	4840	484000	1.00	1.00
6	1.00	4840	484000	1.00	1.00
7	1.00	4840	484000	1.00	1.00
8	1.00	4840	484000	1.00	1.00
9	1.00	4840	484000	1.00	1.00
10	1.00	4840	484000	1.00	1.00

Public Companies.

THE CHINA BORNEO CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE TENTH ORDINARY YEARLY MEETING OF SHAREHOLDERS of the above Company will be held at the Company's Office, St. George's Building at 11.30 a.m. on Thursday, the 27th of April, 1913, to receive a Statement of Accounts to the 31st December, 1912, and the Report of the General Manager and Consulting Committee and to elect a Consulting Committee and Auditor. The Transfer Books of the Company will be closed from the 20th March to the 31st of April, both days inclusive. The China-Borneo Co., Ltd., General Manager.

THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LIMITED.

NOTICE.

NOTICE IS HEREBY GIVEN that Scrip Certificate No. 7542 issued 30th May 1911, for two 5-shares numbered 39786/39790, 7439/7440, and 2026/2028 of this Company, in the name of Gabriel Pontier Odeur has been lost, and should the same not be produced before the 10th April 1913, New Scrip Certificate will be issued by the said Gabriel Pontier Odeur, and no transfer or taking place under the said Scrip Certificate No. 7542 will be recognised by the Company.

W. E. CLARKE, Secretary.

Hongkong, March 11th, 1913.

LUZON SUGAR REFINING COMPANY LIMITED.

NOTICE.

THE Thirty-first Ordinary Annual Meeting of the Shareholders of the above Company will be held at the Office of the General Agents, Pedder's Street, on Tuesday, the 25th March 1913, at 10 p.m. for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December 1912.

The Transfer Books of the Company will be closed from the 12th to 20th March, both days inclusive.

JARDINE, MATHESON & Co., LTD.

Hongkong, 6th March 1913. (240)

CHINA SUGAR REFINING CO., LTD.

NOTICE.

THE Thirty-fifth Ordinary Annual Meeting of the Shareholders of the above Company will be held at the Office of the General Agents, Pedder's Street, on Tuesday, the 26th March 1913, at 10 p.m. for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December 1912.

The Transfer Books of the Company will be closed from the 12th to 20th March, both days inclusive.

JARDINE, MATHESON & Co., LTD.

General Agents.

Hongkong, 6th March 1913. (239)

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN DIVIDEND of \$7.00 and BONUS of \$4.00 per share, declared at the Forty-Fourth Meeting of Shareholders held at the Company's Office, 10th March 1913, will be payable at the Hongkong and Shanghai Banking Corporation, Ltd., and after THURSDAY, the 20th March, 1913. Shareholders are requested to apply to the Company for a Warrant.

By Order of the Board of Directors.

G. EMBERTON, Secretary.

Hongkong, 10th March 1913. (301)

Notices

ROYAL GEORGE HOTEL, Situated at Kowloon, within a few minutes' walk of the Principal Landing stages of the SECOND SEAPORT IN THE WORLD, and in close proximity to the projected Office and Terminal of THE KOWLOON-ANTON RAILWAY.

LEASE ON EASY TERMS.

This Hotel Establishment has been conducted as a First Class Hotel and is patronized by Residents of Hongkong and Kowloon and by the Shipping Community. The Proprietor is in a position to convince any prospective Lessee that the business is doing exceedingly well, and that it can be turned into a still more profitable concern if taken over by an expert who would devote his exclusive attention to the business.

The Proprietor has already spent \$12,000 in thoroughly renovating and refurnishing the premises, and now very little remains to be expended except for converting a piece of vacant ground adjoining the Hotel into an Open-Air Stating Rink, Bowling Alley or Open-Air Cinematograph Show, etc., etc., for which it can be well utilized.

Inspection of books allowed to any one making BONA FIDE offers to lease, etc.

For Particulars apply to

H. RUTONJEE, h/o Royal George Hotel, Kowloon, Hongkong.

Hongkong, 11th Mar. 1913. (163)

LUSTANO RECREATION CLUB.

SEVENTH ATHLETIC MEETING.

PATRONS.

HIS EXCELLENCY SIR F. H. MAY, K.C.M.G. His Excellency Admiral Sir A. L. Winkler, C.B., K.C.B., C.V.O., C.M.G., His Excellency Major General C. A. Anderson, C.B., Commodore R. H. Anstruther, F.R.S., C.M.G., His Lordship Bishop D. Foxton, The Hon. Mr. W. Chatham, C.M.G., The Hon. Mr. C. Montague Ede.

The COMMITTEE has much pleasure in inviting the Ladies and Gentlemen of the Colony to their Sports at the Race Course (by kind permission of the Stewards of the Hongkong Jockey Club) on EASTER MONDAY 24th inst. commencing at 1 p.m.

There will be two open events:—

Half Mile Flat Race open to European Sailors, Soldiers and Police;—

220 yards Championship open to all Bona Fide Amateurs in the Colony under the rules of the A. A. A. Club.

His Excellency Sir F. H. May, K.C.M.G. has very kindly consented to present the prizes at the conclusion of the meeting.

By kind permission of Lieut. Col. Dyer and Col. de la Band of the 25th Punjab will play during the intervals.

By courtesy of the Management there will be special treat cars.

J. O. REMEDIOS, Hon. Secretary.

LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate, a teacher in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write to "The Hongkong Telegraph" office or direct to 37 Hollywood Road, 1st floor, Hongkong, 20th Jan. 1913.

By Order, H. P. WINSLOW, Manager.

KOWLOON-CANTON RAILWAY.

(BRITISH SECTION).

NOTICE.

THE PUBLIC IS HEREBY NOTIFIED that during the Easter Holidays, including Sunday, March 23rd, and on each succeeding Sunday until further notice and also on Public Holidays; an additional train will leave Kowloon for Sheng Shui (Bailing Gull Links) at 8.35 a.m. calling at Tai Po at 9.00 a.m. and arriving at Sheng Shui at 9.12 a.m.

By Order, H. P. WINSLOW, Manager.

OSMAN V. CASUM.

MILLINERS & DRAPERS.

LADIES' & CHILDREN'S WEAR.

No. 1 & 3 D'Agostini Street.

THE FAMINE IN CHINA.

EIGHT Famine Districts with an area of 80,000 square miles.

TWO and a half million people facing starvation.

PLEASE SEND YOUR CONTRIBUTION TO-DAY.

IT WILL HELP TO SAVE LIFE.

Thames, E.C. GULLAND, Esq., Manager, International Banking Co., Ltd., Hongkong.

Hongkong, 10th March 1913. (301)

Entertainments

BOXING!

CITY HALL TO-NIGHT.

AT 8 P.M. SHARP.

15 Round Contest

For the Heavyweight Championship of the Orient

NOBBY GRANT

H.M.S. Flora

Heavyweight Champion of the Orient

STOKER ALFORD

H.M.S. Hampshire

Ex. Heavyweight Champion of India

10 Round Contest

For the Middleweight Championship of the Orient

SEAMAN STEVENS

H.M.S. Minotaur

Middleweight Champion of the Garrison

SEAMAN BALL

H.M.S. Hampshire

Ex. Middleweight Champion of Malta

10 Round Contest

For the Featherweight Championship of the Garrison

PRIVATE SMITH

D.C.L.I. (Holder)

SEAMAN STENNING

H.M.S. Hampshire

Ex. Featherweight Champion of E. India

6 Round Contest

Lightweight

SAPPER MILES, R.E.

L.S. MEADOWS

P.T.I. Hampshire

6 Round Contest

P.T.E. LITTLEJOHN

H.M.S. Tamar

SEAMAN TAIT

H.M.S. Minotaur

Ringside \$5.00 Stalls \$3.00

Others 12 & 15. Soldiers and Sailors \$1.00 in uniform to the \$2.00 Seats.

Booking at MOUTRIE & CO.

F.E. HALL, Promoter.

BIJOU.

TO-NIGHT.

9.15

ALL NEW PICTURES.

WORLD'S NEWS IN PICTURES.

(Pathé Gaumont and Gaumont Graphs).

Miss CECILE STEPHANU

(The Favorite Contralto)

In Another Selection of Original Songs

Miss VIOLET BONETTA

(The Favorite Soprano)

In A Complete Change of Roles.

Artists at all Matinees.

7.15 PICTURES ONLY 7.15

VICTORIA THEATRE

Enormous Success of the

THUNDERBOLT MAN.

Wonderful Imbroglio & International

Dances.

ALEXANDER GALINSKY.

SATURDAY, 22nd

D. but of the

FAMOUS ARTIST

Miss ARKAS.

Songs in English, Russian, Portuguese & Italian.

The Charming Solo Debut

Frede Arica.

The Magnificent New Film

"THE BOHEMIAN GIRL."

Notice

NOTICE.

W. M. POWELL, Ltd., having

created the service of a

with long and varied experience, bag

to announce the opening of a TAILORING

DEPARTMENT in the

Magna Store, Des Voeux Road.

A trial order would be greatly appreciated. All Garments will be made in our own workshops.

MARTIN'S

APOLLO STEEL

PILLS

MARTIN'S

APOLLO STEEL

PILLS

MARTIN'S

APOLLO STEEL

PILLS

MARTIN'S

APOLLO STEEL

PILLS

Banks

INTERNATIONAL BANKING CORPORATION.

Head Office—60, Wall Street, New York.

London Office—4, Abchurch Lane, E.C.4.

BRANCHES—

Bombay, Calcutta, Canton, Cebu, Hankow, Hongkong, Kobe, London, Lyons, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Singapore, Yokohama.

Capital and Reserve—\$7,000,000 (Gold).

EVERY DESCRIPTION OF BANKING BUSINESS TRANSACTED.

CURRENT ACCOUNTS opened on the most liberal terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent, or for shorter periods, at rates which will be ascertained on application.

BILLS NEGOTIATED AND COLLECTED.

MAIL AND TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT AND DRAFTS granted on all the principal cities in the world.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world.

PURCHASE AND SALE OF Stocks and Shares.

TRAVELLERS CHECKS sold and cashed.

9, Queen's Road, Hongkong.

Hongkong, 1st Nov., 1912. 1912

THE YOKOHAMA SPECIE BANK, LIMITED.

Established 1880.

Authorized Capital Yen 48,000,000.

Paid-up Capital " 30,000,000.

Reserve Fund " 17,500,000.

Head Office—YOKOHAMA.

Branches: Antung-Hsien, Bombay, Calcutta, Changchun, Dairen, Fengtien, Harbin, Hankow, Honolulu, Kobe, Liao-Yang, London, Lyons.

Agencies at: Nagasaki, Newchwang, New York, Osaka, Peking, Ryojun Port, San Francisco, Shanghai, Tientsin, Tokyo.

Interest Allowed on Current Account.

Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO, Manager.

Hongkong, 11th Jan., 1913. (18)

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853.

HEAD OFFICE—LONDON.

Paid-up Capital £1,200,000.

Reserve Fund £1,650,000.

Reserve Liability of Proprietors £1,200,000.

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

Wm. DICKSON, Manager.

Hongkong, 11th April, 1912. (22)

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up...£1,250,000.)

Loans on Mortgage of House Property, etc.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application.)

The Office of TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., UNDERTAKEN AND EXECUTED BY SHEWAN, TOMES & Co., General Managers.

Hongkong, 19th March, 1908. (33)

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT

In Casks of 37½ lbs. net.

In Bags of 25 lbs. net.

SHEWAN, TOMES & Co., General Manager.

Hongkong, 16th August, 1901. (3)

KELLY & WALSH, LTD.

CAMBRIDGE MANUALS.

80 cents each.

Brewing: A. Chaston Chapman.

The Individual in the animal Kingdom: Julian S. Huxley.

The Psychology of Insanity: Bernard C. Spence.

The Work of Rain & Rivers: F. G. Donny.

House Flies & How they spread Disease: C. G. Hewitt.

The Origin of Earthquakes: C. Davidson.

Early Religious Poetry: of the Hebrews: E. G. K. L.

Brasserie: J. S. M. Ward.

The English Pastoral: J. N. Brown.

The Natural History of Coal: W. A. N. Arce.

Banks

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital £15,000,000.

RESERVE FUNDS:

Sterling £1,500,000 at 2/11.

\$15,000,000

Silver 7,000,000

\$32,200,000

Reserve Liability of Proprietors £15,000,000.

COURT OF DIRECTORS.

F. H. Armstrong, Esq.—Chairman.

Hon. Mr. C. H. Ross—Deputy Chairman.

S. H. Dowdell, Esq.

G. Friedland, Esq.

C. S. Gubbay, Esq.

G. R. Laurens, Esq.

F. Lieb, Esq.

W. L. Patterson, Esq.

J. A. Plummer, Esq.

Hon. Mr. E. Shellim.

H. A. Siebs, Esq.

CHIEF MANAGER:

COMMERCIAL.
SHARE REPORT.

Messrs Wright and Hornby in their weekly share report, dated March 22nd state:—

Owing to the Easter Holidays business has been suspended from Thursday to Tuesday morning, the 25th inst. Our market has ruled firm throughout the week and a large business has been transacted.

Para Rubber has declined from 3/11 per lb. to 3/11 during the week and the market for shares closed quiet.

Bar Silver is quoted at 25.3-16 for spot and 25.9-16 for forward delivery, steady.

Exchange. The closing rate on Thursday, the 20th instant, was 1/11 for sterling T.T.

Banks.—Hongkong and Shanghai Banks have been dealt in to a fair extent at \$805, and more shares are wanted at this figure.

The London price has improved from \$80- to \$80/10-.

Marine Insurance.—Unions are in request at \$837, but there are no shares offering except at an advance. Subject to audit, the directors will recommend that the forth coming meeting that a final dividend of \$20 per share be paid for 1911 account making \$50 per share for the year in, interim dividend of \$30 per share for 1912 and a bonus of 20 per cent on contributory premium. They will also recommend that \$25,000 be passed to sterling reserve fund leaving Dollars 473,000 to be carried forward to underwriting expenses account, thus closing the account for 1911. Quotations close steady at \$285 after sales at the rate.

North China are wanted at \$133 and Yangtze at \$139 Ex 73.

Fire Insurance.—Hongkong and Shanghai are wanted at \$350, and close with further sellers at the rate. China Fire are in demand at \$146, ex the dividend and bonus of \$10 per share paid on the 21st instant.

Shipping.—There are sellers of Hongkong Canton and Macao at 27 1/2, China and 34 1/2. Indo China have been dealt in to a large extent at various rates from \$91 to \$95 closing with buyers at \$93.

Star Forries are wanted at \$38, but there are no shares offering except at an advance. Shell Transports can be placed at 112, the market closing strong at this figure.

Refineries.—China Sugars have changed hands at \$105, the market closing with buyers at \$105 1/2. Luzons have buyers at \$38 1/2.

Mining.—Rubber have sold at various rates from \$3 1/2 to 3 3/4 closing with sellers at the latter figure. Tronchs have buyers at \$80 1/2. Langkats are quoted from Shanghai at \$1.75 and \$1.70.

Docks Wharves & Godowns.—Hongkong and Wharves Docks rose rapidly in the early part of the week, from \$60 to 62 and later to \$68 closing with buyers at \$68. This rise is due to a rumour that a working agreement is likely to be fixed up at an early date with the Tuikeo Docks and Eng Coy. Shanghai Docks have been dealt in at \$73 and \$70, and Hongkong Wharves at \$107.

Land Hotels and Buildings.—Hongkong Lands have sold at \$103 and there are further buyers at the rate. Kowloon Lands are wanted at \$34, West Points at \$38 1/2.

\$55, Humphreys Estates at \$8 1/2 and Hongkong Hotels at \$115-74.

Cotton Mills.—Hongkong Cottons are to be had at \$10 after sales at the rate, Kung Yiks are quoted at Tls. 14, Shanghai Cottons—134 buyers, Laon Kung Mow Tls. 110 and Ewos at Tls. 145.

Miscellaneous.—There are buyers of Hongkong Electrics at \$32, Hopes at \$104, Dairy Farms at \$25, Watsons at \$6.60, Electric Trams at 6/0 and Peak Trams at \$112 for the old and \$100 for the New issue. Union Water-boats have sellers at \$17, China Borneos at \$91, Steam Fisheries at \$2.00, Watkins at \$3.00 and Green Island Cements at 4 1/2.

Quotations received from London by cable to-day:—

Banks \$80/10- Middle price

Indos 8/15- "

Shell Trans. 5/14/0

Tronchs 80/0 Buyers

EUROPEAN CHARGED.

Alleged Theft From the "Dilwara."

On Monday last, when the s.s. Dilwara arrived in Hongkong, the ship's doctor had to leave his cabin to go on deck and confer with the Port doctor in reference to the health of the crew and passengers as it was supposed that at Singapore there was a case of cholera on board. Whilst he was performing this duty his box containing clothing, money, and his medical diplomas, of the total value of Rs. 300, was stolen. The robbery was made known to the police and Lance Sergt. Willis was put on to the case. This officer found that a man named John Lewis Behan and a man named Captain Hendry booked as second class passengers. Leaving Penang this ship's master, out of respect for the Europeans, gave them first class berths in one cabin, close to the ship's doctor's cabin.

Lance Sergeant Willis on further investigation found the sampan people who took off the baggage and then traced it to the Victoria Boarding House, Queen's Road. He then obtained a search warrant and eventually seized the baggage of the man Behan, and arrested him.

At the Police Court, this morning, the sequel was, that he appeared before Mr. F. A. Hazeland, charged with the larceny of the box and contents, and also with being in unlawful possession of the same.

Film Censorship over-ruled.

The municipal board of Manila decided last week to permit the exhibition of the film entitled, "The Conquest of the Philippines," which had been censored by the censor committee. The film is an historical drama, with the landing of Legaspi and Urdaneta as the main features of drama. It cost more than P3,000 to produce, all of the costumes having been made especially for this drama. Captain Scott, of the committee, objected to the film on account of the number of engagements and battles between the Spanish and Filipino forces, as well as several murders and kidnappings which occur during the course of the play. These were neither instructive nor helpful, said captain, as well as remarking that the film was fiction, and not history.

POST OFFICE.

The Public is notified that the American Mail per s.s. Nile sailing March 31st will be due to arrive in San Francisco April 19th prior to the Mail per s.s. Mongolia.

The Nile does not call at Manila nor Honolulu.

MAILS VIA SIBERIA.

London Feb. 27 Mar. 15
Feb. 28 Mar. 17

MAILS CLOSE.

Swatow—Per Haimun, 23rd Mar. 9 a.m.

Swatow, Amoy and Foochow via Tamsui—Per Daigimaru, 23rd Mar. 9 a.m.

Saigon—Per Lyeomoon, 23rd Mar. 9 a.m.

Straits and India via Calcutta—Per Suisang, 24th Mar. 9 a.m.

Swatow, Amoy and Foochow—Per Haitan, 25th Mar. 9 a.m.

Shanghai, North China and Japan via Moji, Victoria, Ikt. and Seattle—Per Awamuru, 25th Mar. 10 a.m.

Batavia, Samarang & Fourabaya—Per Tijmah, 25th Mar. 10 a.m.

Saigon, Straits, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via Marseilles (Late Letters 11 to noon. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)—Per Nera, 25th Mar. 11 a.m.

Shanghai, North China Japan via Nagasaki, Honolulu, Canada, United States and South America via San Francisco (Europe via Siberia)—Per Mongolia, 25th Mar. noon.

Macao—Per Sui Tai, 25th Mar. 1.15 p.m.

Philippine Islands—Per Taming, 25th Mar. 3 p.m.

Swatow—Per Haimun, 26th Mar. 9 a.m.

Macao—Per Sui Tai, 26th Mar. 1.15 p.m.

Haiphong, Pakhoi and Saigon—Per Sungkiang, 27th Mar. 9 a.m.

Tientsin—Per Kueichow, 27th Mar. 11 a.m.

Straits and India via Calcutta—Per Kutsang, 27th Mar. 1 p.m.

Philippine Islands—Per Rubi, 27th Mar. 3 p.m.

Swatow, Amoy and Foochow—Per Haiyang, 28th Mar. 9 a.m.

Japan via Yokohama and Kobe—Per Fukuta, 29th Mar. 10 a.m.

Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe via Brindisi. (Late Letters 11 a.m. to noon, Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail (Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel Mail will be closed on Friday, the 28th Mar., at 5 p.m.—Per Italia, 29th Mar. 11 a.m.

Philippine Islands—Per Loong-sang, 29th Mar. 1 p.m.

Japan via Nagasaki, Canada, United States, and South America via San Francisco—Per Nile 31st Mar. noon.

Philippine Islands, Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via Naples—Per Yokok, 1st April 9 a.m.

Philippine Islands, Timor, Australia, Tasmania & New Zealand via Port Darwin—Per St. Albans, 1st April, 10 a.m.

Shanghai, North China Japan—via Nagasaki, United States, South America and Canada via Vancouver (Europe via Siberia)—Per Empress of India, 6th April 9 a.m.

SHIPPING NEWS.

ARRIVED.

Yushun, Chi. s.s., 1,079, Baines, 20th Mar.—Tientsin via Chefoo 15th Mar. Gen.—C. M. S. N. Co.

Ellerie, Br. s.s., 2,304, Thompson, 20th Mar.—Cardiff via Suez and Colombo 3rd Mar. Gen.—Admiralty.

Si-kiang, Fr. s.s., 606, Henry, 20th Mar.—Haiphong 18th Mar. Gen.—M. J.

Kjeld, Nor. s.s., 910, Høller, 20th Mar.—Algen 6th Mar. Gen.—Order.

Budge, Nor. s.s., 650, Folkmar, 20th Mar.—Bangkok, Gen.—Order.

Bilbister, Br. s.s., 2,763, Cantell, 21st Mar.—Seattle via Moji 13th Mar. Flour.—D. L.

Montrose, Br. s.s., 3,883, D. Reid, 21st Mar.—Singapore 14th Mar. Ballast—D. & Co.

Tjikini, Dutch s.s., N. La Rooy, 21st Mar.—Balik Papan 13th Mar. Gen.—J. O. J.

Kwangtsh, Chi. s.s., 1,536, Chas. Stewart, 21st Mar.—Canton 20th Mar. Gen.—U. M. S. N. Co.

Chong Shing, Br. s.s., 1,265, Liddell, 22nd Mar.—Canton 2nd Mar. Gen.—J. M. & Co.

Taishun, Br. s.s., 1,214, Passmore, 21st Mar.—Shanghai 18th Mar. Ballast—U. M. S. N. Co.

Phranang, Br. s.s., 1,022, Major, 21st Mar.—Saigon 17th Mar. Rice—Chinese.

Wingsang, Br. s.s., 1,517, Leshman, 21st Mar.—Chin-kiang 16th Mar. Gen.—J. M. & Co.

Helene, Ger. s.s., 771, Jensen, 21st Mar.—Tourane 19th Mar. Gen.—J. & Co.

Kwangsang, Br. s.s., 1,428, Birchard, 22nd Mar.—Swatow 20th Mar. Gen.—J. M. & Co.

Haimun, Br. s.s., 641, Evans, 22nd Mar.—Swatow 21st Mar. Gen.—D. L. & Co.

Chenau, Br. s.s., 1,356, Jones, 22nd Mar.—Canton 21st Mar. Gen.—L. & S.

Hangsang, Br. s.s., 1,358, Wilde, 22nd Mar.—Canton 21st Mar. Gen.—J. M. & Co.

Hain Chang, Chi. s.s., 1,258, F. Hamblin, 22nd Mar.—Canton 21st Mar. Gen.—C. M. S. N. Co.

DEPARTED.

Mar. 21.

Princess Alice, for Shanghai, Germany, for Sydney.

Haiching for Foochow. Dilwara for Yokohama. Landrat Scheiff, for Siam. Eiger, for Chefoo.

Boihow, for Swatow. Lookson, for Swatow. Derwent, for Saigon. Daito-maru, for Canton. Varg, for Canton.

Mar. 22.

Prinz Waldemar, for Brisbane. Tacoma-maru, for Tacoma. Wingsang, for Canton.

Yushun, for Canton. Capri, for Straits. Kwangtsh, for Shanghai. Hangsang, for Shanghai.

Yuensang, for Philippine Islands. Torilla, for Straits. Fooksang, for Shanghai. Uiv, for Siam. Frithjof, for Ocean Island.

PASSENGERS ARRIVED.

Per s.s. Tjibini, arrived 21st inst., from Balikpapan:—Martin, Dr. and Mrs.

PASSENGERS EXPECTED.

Per s.s. Hirano Maru, from London 15th Feb. for Hongkong, &c.—Mr. T. A. Loughlin, Mrs. Hassan, Mrs. Finlay Miller, Mr. and Mrs. Gibson, Mr. and Mrs. A. Skelton, Rev. and Mrs. J. K. Macdonald, Mr. and Mrs. Rosario, Mr. and Mrs. J. W. Loureiro, Miss Kaylet, Mrs. R. N. Truman, Mrs. E. A. Messer, Macdonald, Mr. and Mrs. Fharstone, Mr. Burgess, Mrs. Crane Williams, Messrs. T. Tanno, K. Shibata, K. Takahashi, R. Tulloch, D. Uyemura, Mr. and Mrs. J. H. Alden, Mr. and Mrs. Imahishi, Capt. and Miss Mahmann, Colonel and Miss Burr, Lt. Col. F. Hosono, Messrs. S. Ohki, T. Kawai, Mr. and Mrs. Nagasaki, Messrs. H. W. Denison, H. Sakaki, U. Tezuka, Y. Yanagi, H. Shibata, S. Ogawa, E. Yamamura, H. Shimizu, K. Ishibashi.

SHIPS PASSED THE CANAL.

London, 28th February.

Arrivals from China.—Prinz Ludwig, Nelson.

The following vessels have passed the Canal:—Alcinous, Ernest Simons, Goeben, Hirano Maru, Indlan, Japan, Mishima Maru, Prinzess Alice, Brodstone, Sithon, Fard Bulow, Rhesus.

Cyprus, Fris. Fried or Bland, Fland. Haddock, Kipiana, &c.

ALEXANDRA QALE.

WEATHER REPORT.

On the 20th at 11.00.—Pressure has increased slightly over Japan, and southern districts, and has decreased slightly over the Yangtze Valley. It is highest to the north-east of Japan.

Depressions lie over Manchuria, the Yangtze Valley and Tongking.

Variable winds are indicated along the E coast of China and moderate S.E. winds over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast. S.E. or variable winds, moderate to light; cloudy.

1 Hongkong and Neighbourhood. Variable winds, moderate.

2 Formosa Channel. The same as No. 1.

3 South coast of China between H.K. and Lamook. The same as No. 1.

4 South coast of China between H.K. and Hainan. The same as No. 1.

China Coast Meteorological Register. 20th March, a.m.

Station. Hour. Barometer. Temperature. Humidity. Wind. Force. Weather.

Wootook 7a 29.84 36 se 5 or

Nemuro 6a 30.22 saw 1

Hakodate 30.15 ne 1

Tokio 30.12 ne 1

Kochi 30.07 sw 1

Nagasaki 30.01 ne 1

Kshima 30.06 ne 1

Oshima 29.99 saw 1

Naha 29.99 ne 1

Ishijima 29.91 ne 1

Bonin Is. 29.97 44 76 sw 4 0

Chefoo 29.97 44 76 sw 4 0

Whaiwei 29.97 44 76 sw 4 0

Hankow 29.97 44 76 sw 4 0

Ichikang 29.88 50 100 ese 3 0

Changsha 29.87 49 ne 5 0m

Shanghai 29.87 49 ne 5 0m

Gutzlaff 29.80 60 ne 0 0

Sharp P. 29.97 59 94 se 1 0

Amoy 29.97 59 94 se 1 0

Swatow 29.97 59 94 se 1 0

Taihou 29.97 59 94 se 1 0

Taihu 29.97 59 94 se 1 0

Tainan 29.97 59 94 se 1 0

Koshun 29.97 59 94 se 1 0

Pdorea 29.97 59 94 se 1 0

Canton 29.97 59 94 se 1 0

H'kong 29.97 59 94 se 1 0

Gap Rock 29.86 se 3 f

Macao 29.83 70 se 2 odf

Whohw 9a

Pakhoi 9a

Holhow 9a

Phullen 6a 29.80 70 ne 2 dh

Tourane 29.82 77 sw 4 0

O. St. J. 29.82 77 sw 4 0

Aparri 29.82 77 sw 4 0

Manila 29.82 77 sw 4 0

Legaspi 29.82 77 sw 4 0

Iloilo 29.82 77 sw 4 0

Bacolod 29.82 77 sw 4 0

Cebu 29.82 77 sw 4 0

Labuan 29.82 77 sw 4 0

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WILL dispatch VESSELS to the International PORTS on the DATES named—

FOR	STEAMERS	TO SAIL ON	ABOUT
SHANGHAI, MOI, KORE & YOKOHAMA	NORH Capt. D. Ashury	about 20th March	Freight and Passages
SHANGHAI	ASSAYE Capt. G. W. C. Corman, R.N.	about 27th March	Freight and Passages
LONDON, via Usual Ports of Call	INDIA Capt. G. W. Gordon, R.N.	about 29th March	Freight and Passages
LONDON & ANTWERP, via Usual Ports of Call	NANKIN Capt. Owen Jones, R.N.	about 2nd April	Freight and Passages

All the above steamers are fitted with wireless Telegraphy

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Hongkong, 18th March, 1913.

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KUDAT & SANDAKAN { BORNEO Capt. F. Neubill } End of March

NAPLES, GENOA, ALGERS, GIBRAL, TAR, SOUTHAMPTON, ANTWERP & H'NDING { YORCK* Capt. H. Fomse 17.00 } TUESDAY, 2nd April

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Hongkong, 20th March, 1913.

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Highly Class, Fastest and Most Luxurious Steamers on the Coast, sailing and loading accommodations for First-Class Passengers. Extra Light, Excellent Cuisine.

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(Occupying 9 to 10 days)

STEAMERS CAPTAIN LEAVING

HAITAN J. S. Bond TUESDAY, 26th Mar., at 10 a.m.

HAIVANG A. E. Fogias FRI. 1st, 28th Mar., at 10 a.m.

HAICHING W. C. Parnum TUESDAY, 1st April, at 10 a.m.

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